

# THE RED CROSS NURSE

SEPT 15<sup>th</sup> 1917

By ARTHUR HUNT CHUTE

Price 10 Cents  
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## Leslie's

### Notice to Reader

When you finish reading this magazine place a one cent stamp alongside of this notice, hand same to any postal employee, and it will be placed in the hands of our soldiers or sailors at the front.

No wrapping—no address.

A. S. BIRLSON,  
Postmaster-General.



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THE ANGEL

# N.Y. CITY WARTIME REAL ESTATE

*Located In The Dual Subway Zone*

## BROOKLYN'S EMANCIPATION

AS this issue of Leslie's goes to press the first link in the great Brooklyn-Up-Broadway Subway is opened for travel to 14th Street, Manhattan, enabling thousands of New York's congested population to secure cheaper rents and better living conditions. Step by step, the operation of this great subway will be extended and by next year nearly two million people can reach \$590 lots as easily as they can now reach \$5,000 lots.

## 361 Brooklyn Lots At 1/2 Value

(To Close Estate of Late Chas. E. Wood)

**\$590 Each**

**\$5 Down      \$5 Monthly**



**M**ANY of the country's largest fortunes are based on wise and **TIMELY** purchases of land in New York City. This advertisement offers a war time investment opportunity to the present generation, which fairly entitles it to be called the greatest "buy" in the United States to-day.

Mr. Chas. E. Wood, late member of the firm of Wood, Harmon & Co., had substantial holdings in the firm's various New York City realty developments. As Mr. Wood's heirs request a speedy settlement of his estate, **WM. E. HARMON & CO., Inc.**, formerly Wood, Harmon & Co., must offer part of their Brooklyn holdings at **ABOUT ONE-HALF VALUE**, to ensure a quick sale.

These lots are most desirably located, being accessible to the Eastern Parkway Subway, part of the colossal \$366,000,000 Dual System of Subways now within less than a year of completion. At present, trolleys on Church Avenue, East 98th Street and Rockaway Avenue convey passengers to Manhattan for a **5-cent fare**.

The opening of the first subway from the center of Manhattan through Brooklyn should herald the coming boom in Brooklyn real estate. Foresighted people will not wait until the best bargains are picked up. It is better to be two months too early than two minutes too late. If we are not mistaken, the rise in values will be something like Washington Heights, where lots could be bought for \$2,500 before the opening of the subway that sold for \$6,000 afterwards.

### Free Trip to New York

We want every customer to visit New York and inspect his purchase, and we therefore make the following offer, viz: We will allow your entire railroad fare to New York City and return, not to exceed \$36, crediting the full amount on your purchase. We only require that the inspection be made with our representative, and within one year from the date of purchase.

Dept. A-J-4

Wm. E. Harmon  
& Co., Inc.,  
261 Broadway, N. Y.

Please send me full particulars of your War Time sale of Brooklyn Lots at \$590

Name.....

Address.....

CUT OUT ALONG THIS LINE, SIGN AND MAIL

Mr. Wood's interests **MUST** be disposed of at once. **WM. E. HARMON & CO., Inc.**, the most widely known and largest realty operators in this country, stand behind the offer, which is an assurance of the soundness of the investment. "Buy now and share in the dividends of the future."

Don't wait! There may be a big response to this offer. It is an opportunity which rarely comes. **ACT NOW!**

Cut out this coupon and mail to

**Wm. E. Harmon & Co., Inc.**

(Formerly Wood, Harmon & Co.)

261 Broadway, Dept. A-J-4 New York.

### Money Back If Not Satisfied

Come to New York at any time within ninety days after date of your purchase; visit our properties with our representative; keep what you have if you think it is the best bargain in our \$12,000,000 holdings; change it for any other lot if you will, or go to our cashier's desk and get back every dollar you have paid us if you are not satisfied with any of our lots.

### Our References

We have been in business over twenty-nine years and are considered the largest real estate concern in the world. We refer you to your own bank or any commercial agency regarding our financial standing and reputation.

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## THE TASK NOW CONFRONTING AMERICAN BUSINESS



O meet the gigantic demands of a world war upon our industrial resources, with the flower of our man power diverted to military service. To produce and transport more million tons with fewer million men. As President Wilson has pointed out: "It must be evident to every thinking man that our industries, on the farms, in the shipyards, in the mines, in the factories, must be made more prolific and more efficient than ever."

These industries stimulate all other lines of business. There is more activity—more money is spent—than would be possible in ordinary times.

But how can reduced man power be made more productive? By the use of more machinery and better machinery and by a more concentrated use of the equipment in hand. What is true of production is equally true of transportation. It is idle to produce if you cannot transport.

### HIGH GRADE TRUCKS MUST REPLACE HORSES

Doing the work of three or four teams and their drivers, one truck would save 75% of the man power. One good truck which does the work of two poor ones

will increase this saving. Each unit will be taxed to the limit to save time and men. The truck which is not designed to stand up under high pressure operation, day in and day out, season after season, will fail in the most vital respect—*constant performance*. Time out of service will be extremely expensive.

Even under ordinary conditions, the grinding, straining and pounding of truck service renders the best mechanism the most economical at whatever price. Under the extraordinary conditions before us *none other will take care of the traffic*.

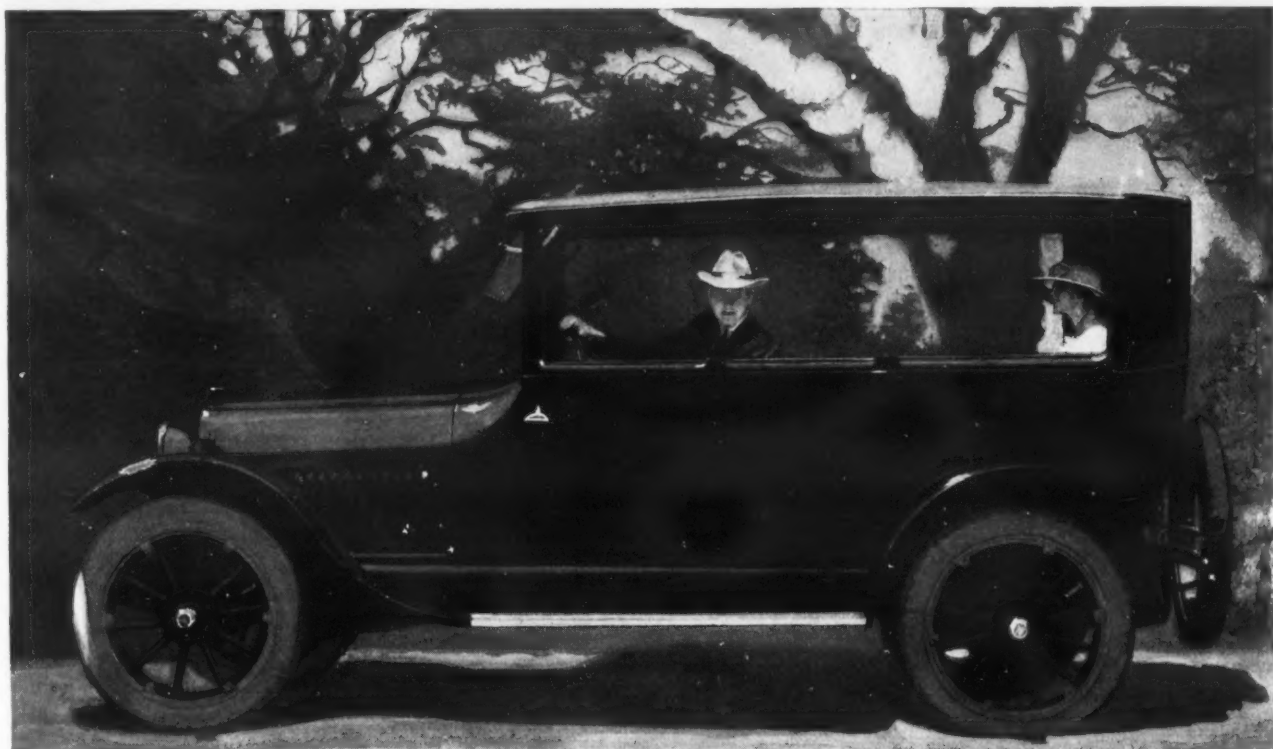
### WHITE TRUCKS

For years it has been the White policy to build only the best. There is no short cut to efficiency and endurance in a truck. Only the pick of material and the most refined construction will produce the White standard of service. The White truck has always been more economical than any cheaper make. In high pressure operation this superiority becomes something more important than economy; it means more days in active service—a *much greater volume of performance*.

The largest users of motor trucks in this country recognize the White value. They buy it in fleets and add to these fleets year after year, based upon experience. They know the real value of a motor truck. Their cost records tell the story.

**THE WHITE COMPANY, Cleveland, Ohio**

# CHANDLER SIX



## Do You Know Why More People This Year Are Buying The Chandler Six Than Are Buying Any Other High-Grade Car?

Do you know why in four years' time the Chandler has passed and left behind, one by one, a long line of other well-known cars?

There are perhaps several reasons, all of which would appear very clearly if you had the opportunity or took the time to analyze the history and business policies of the automobile industry. But there is one big basic reason which to you as a motorist is the essential reason, and that one reason is this—that ever since the first Chandler car was designed and built and marketed four years ago last month, the Chandler has offered the finest of design, construction and equipment at the lowest possible price.

The Chandler today offers this excess of value, this dependability of service, just as distinctly as at any time in the four years past.

And how distinctly the Chandler has won its place in the very front rank of fine motor cars is reflected in the Chandler sales records of Nineteen-Fourteen, Fifteen, Sixteen and Seventeen.

Month by month and season after season thruout these four years the Chandler has moved forward and forward, until today its leadership could hardly be questioned.

Your own observation of high-grade cars in service in almost any market in America would show you clearly how surely the Chandler has come into leadership.

This leadership has been built on the Right Car at the Right Price.

The whole country has marveled at the Chandler motor, at its power, its flexibility, its life and get-away, and its endurance. The whole Chandler chassis has come to be recognized as a great mechanism.

Chandler leads because, starting with the right type of car, the Chandler Company has stood firmly by this type of car. It has continued to develop this car thruout these four years until today it approximates perfection in construction and performance.

We cannot convey to you in the printed page any full conception of the superiority of the Chandler motor, but any one of nearly forty thousand Chandler owners could put you alongside him at the wheel and show you Chandler superiority.

Let Us Show You Why and How Chandler Leads

### FIVE BEAUTIFUL BODY TYPES

Seven-Passenger Touring Car, \$1595      Four-Passenger Roadster, \$1595  
Seven-Passenger Convertible Sedan (Fisher Built), \$2295      Four-Passenger Convertible Coupe (Fisher Built), \$2195  
Luxurious Limousine, \$2895

(All prices f. o. b. Cleveland)

Dealers in all principal cities and hundreds of towns. Write us for catalog today. Address Dept. E

**CHANDLER MOTOR CAR COMPANY, Cleveland, Ohio**

Export Department: 1790 Broadway, New York

Cable Address: "Chanmotor"



# LESLIE'S

## ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States  
Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

CXXV SATURDAY, SEPTEMBER 15, 1917 No. 3236

### What America Wants

By PRESIDENT WILSON

EVERY heart that has not been blinded and hardened by this terrible war must be touched by this moving appeal of his Holiness the Pope, must feel the dignity and force of the humane and generous motives which prompted it, and must fervently wish that we might take the path of peace he so persuasively points out. But it would be folly to take it if it does not in fact lead to the goal he proposes. Our response must be based upon the stern facts and upon nothing else. It is not a mere cessation of arms he desires; it is a stable and enduring peace. This agony must not be gone through with again, and it must be a matter of very sober judgment what will insure us against it.

### Bringing Peace Nearer

PRESIDENT WILSON'S concise and logical answer to the Pope's peace plea opens the way for peace. It does so because it serves notice that the more quickly the German Government recognizes why we are in this war, and that we are in it for all we are worth, the better it will be. In the language of ex-President Taft, "our goal is permanent peace."

To reach this goal, we are straining the resources of our nation, expending billions, equipping millions of men and preparing to put the last ounce of our weight into the struggle, the greatest the world has ever known.

We are even going to the limit of adopting socialistic ideas, unnecessarily as we believe, to bear evidence that we will make any sacrifice to achieve the results that we aim at.

The answer to the Pope is therefore final and conclusive. It is accepted as such by such representative German-American newspapers as the New York *Staats-Zeitung*, whose attitude has been far more patriotic than it has been given credit for by some of its important critics.

The crux of the President's reply to the Pope's appeal for peace is that no peace with "the ruthless master of the German people" is possible, but that without seeking material advantage, "the dismemberment of empires, and the establishment of selfish and exclusive economic leagues," we are ready for a peace "based upon justice and fairness and the common rights of mankind."

This is admirably said and it is said undoubtedly at the suggestion, and with the concurrence, of Great Britain and all its allies.

There was just reason for criticism of the President's reluctance in the early days of the war to meet conditions that arose as the outcome of Germany's defiant attitude toward us. Unfortunate expressions such as "peace without victory" and our being "too proud to fight" misled the German Government as to the attitude of the American people, but the latest word the President has delivered leaves no room to doubt his own militant spirit and that of the patriotic people whom he represents.

He has not locked the door to peace. He has left it to Germany to open.

### Think It Over

WILL anyone believe it possible that a Senator of the United States recently, in all seriousness, proposed a tax of 105 per cent. on large incomes? In other words, he would take not only the entire income, but he also would make the possessor add 5 per cent. to it from his surplus. When Senator Penrose pointed out the crass injustice of such a proposition, the Senator who introduced it admitted that he had not given the subject very careful study. In this time of stress shouldn't we all do a lot of earnest thinking?

We have our lawmakers so reckless in the performance of their duties as to propose to confiscate an entire income and 5 per cent. beside, without thought of the injustice of such a proceeding. This is indicative of the attitude of many legislators, during the past decade, toward everyone who has been able to accumulate anything worth while.

Mr. Samuel Untermyer, an ardent Democrat and a vigorous supporter of President Wilson, recently published a letter protesting against the onerous taxation of excess profits and pointing out that such a drastic policy would not only prove disappointing in its returns to the national treasury, but would also prove disastrous as an economic experiment.

Those who have been proposing to take 80 per cent. of the profits of our great industries were reminded by Mr. Untermyer that no corporation has or ever had 50 per cent. of its profits in its treasury, as a large part of its surplus must be re-invested in its plant. This is particularly true at this time, when the enormous demand of the Government for supplies is accompanied with a requirement that orders be filled promptly. This has compelled the enlargement of factories and an increased investment on every hand. Mr. Untermyer's letter, addressed to his fellow Democrats at Washington, ought to call a halt on some of the radical propositions recently heard.

The American public has been patient—too patient—with those who have been assailing vested rights for many years and who are now making a supreme effort to justify the unpatriotic declaration that the present world struggle is "a capitalistic war." None have been more prompt to place their brains and property at the disposal of the Government in this great crisis than our captains of industry. Yet demagogic attacks upon them continue at Washington to the disgust of every decent citizen. Isn't it time that a public protest should be voiced against those who in this hour of the nation's trial persist in pursuing this fatuous policy? The New York *Times*, zealous and patriotic supporter of President Wilson as it is, tells the truth in a few words when it says:

Rich men are doing, and willing to do, their part in this war. They are ready to pay, some of them have already paid, their children's lives to the defense of democracy; and they should be taxed, and are willing to be taxed, high. They ought not to be maligned in addition. The few men at Washington who habitually insult wealth and "the rich" are trying to divide a country in which all patriots should be united. It will not escape attention that the bitterest plutophobes are usually opponents of the war or seekers of a dishonest and fatal peace.

We have smashed the railroads. What is the result? Less railroad mileage being built and more railroads facing or emerging from receiverships than ever before. We have violently dismembered the so-called trusts. We have been doing this patiently and persistently for twenty years. We were told that this would reduce the cost of living. The cost of living is the highest on record.

We are fixing the prices of wheat, coal, paper and sugar, and threatening to take possession of our railroads, coal mines, oil and other industries, unless their owners will agree to reduce their temporary and exceptional war profits to the low average of a peace basis. Meanwhile the cost of the war has risen to the frightful figure of a million dollars an hour. To meet this appalling expense, many times greater than that of the War between the States, Congress proposes to tax to death all the big incomes and big business in sight.

Is it a wonder that business halts, that capital

withdraws from new enterprises and that labor prepares to shift for itself?

We are having a regular orgy of socialism. "Let the devil take the hindmost." After this the deluge!

### The Plain Truth

NOW! "Are you saving your money to invest in the next issue of the Liberty Loan?" This is the question that concerns every patriotic man and woman. Failure of a war loan would be a national humiliation. It would give fresh courage to the enemy. It would be the first failure of the kind in our history. It must not be. It will not be if from this time on everyone will set aside, from day to day, pennies, dimes, or dollars, as circumstances will permit, and be in readiness to subscribe to the new loan when announced. It will be in small as well as large denominations. Everybody with one dollar or a million will have an opportunity to subscribe. It will yield generous returns. It will be gilt-edged. It will be something to talk about to your children and your grandchildren and it will be a lesson in thrift as well as of patriotism. Begin to save now. The nation needs your help as much as it needs the help of the brave boys in the field. The aggregate of the small subscriptions should be very large and should go far toward assuring the success of the new loan.

NICKEL! No one wants to pay a cent extra for anything if he can help it. He may not squirm so much at paying an extra cent or two for his favorite beverage or cigar, but when it comes to exceeding a nickel for a street car fare or paying a little extra for railroad transportation, he balks. He does not think that the increased cost of living applies to the corporations. We speak of these things because statistics, carefully compiled by Professor Conway of the University of Pennsylvania, show that street railways are facing receiverships to an unusual degree at this time, because of the increased cost, not only of labor but also of everything that they require. Hence the very general request that the street car fare be raised from a nickel to six cents, to avoid receiverships, poor service, chaos and discomfort for the passengers. Everybody who is protesting against the high cost of living will realize the justice of Professor Conway's statement. The public service commissions generally would recognize it also if they had the courage of their convictions, the one thing that most public servants lack. Even government supervised institutions require an adequate income if they are to survive and do their work properly.

BREAD! The price of bread depends on the price of wheat. One of the consumers' leagues makes the statement that it is practically impossible for bakers to make a five-cent loaf of bread if the price of wheat is above \$1.85 per bushel. The price-fixing commission appointed at Washington was confronted by a demand on the part of the wheat-growing States that the price of wheat should not be less than \$3 per bushel. It fixed it at \$2.20 for this year. Of course, this meant that bread will not be cheaper. Who can blame the wheat growers of the West for wanting as large a price as they can get? The Government's purpose in fixing a minimum price of \$2 a bushel for wheat in 1918 was to "increase the production." High prices are always conducive to high production. When a commodity commands high prices the producer seeks to produce as much as he can. When the price is low he shortens his output. When the Government recently fixed the price of bituminous coal at the low figure of \$2 per ton the first result was the announcement by some of the mine owners that they could not mine coal profitably at this figure and would have to close their mines. Low prices instead of stimulating production reduce it. When prices are too high the consumer decreases his purchases or discontinues them. Then prices fall by the natural law of supply and demand. This applies not only to bread and wheat but also to all other necessities. For over a century the socialistic experiment of trying to fix prices by governmental direction has been tried and every trial has resulted in failure. The perplexities the Food Commission has found in fixing the price of wheat and the trouble the President has found in his effort to fix the price of coal, confirm the record. It is true that Great Britain and other countries are fixing prices, but their condition is different from ours. We are self-supporting and self-contained, and can always provide sufficient for our wants, while Great Britain depends for her food supplies upon other countries. We are venturing upon experiments in this country that must have far-reaching consequences. It is easy to start a fire but the control is another matter.





**WILSON: "GET OFF THE WIRE! I WANT TO TALK TO THE GERMAN PEOPLE."**

The White House wire is calling, Miss Germania are you there?  
It's Woodrow Wilson's voice upon the 'phone.  
Let autocracy tremble and let tyranny beware,  
Eternal Truth is ringing in his tone.  
He's sending you a message from the midst of martial din,  
It's worded in the style we most admire,  
He brooks no interruption—though the world may listen in—  
But Kaiser Wilhelm must keep off the wire.

They are words of weight and wisdom that to-day are being sent  
So swiftly o'er the wide and stormy sea,  
The switchboard's operated by this whole great continent,  
And Liberty manipulates the key.  
And if a distant humming is distinguished by your ear,  
A sound like hornets roused to sudden ire,  
It's the mobilizing army of America you hear,  
And Kaiser Bill had best keep off the wire.

MINNA IRVING

Drawn for LESLIE'S by  
RODNEY THOMSON

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# The Red Cross Nurse

By ARTHUR HUNT CHUTE

Photographs by JAMES H. HARE, Staff War Photographer

**T**HROUGH the gloom-haunted streets of a shattered town on the fringes of the zone of fire there passes a Red Cross nurse. Despite the stiffness of her regulation cap, there bursts from beneath it rebellious waves of auburn hair, under which her blue eyes sparkle, while her face is dimpled with a smile at once arresting and bewitching.

Private Murphy of the Inniskilling Fusiliers regards her approach with rapture, and as she passes, collapses into the arms of his mate Gilhooly, exclaiming,

"May the howly Virgin bless us, but the angels have come to the Somme!"

Down the long dark street of the ruined town the Girl of the Red Cross passes like a benediction. The very shattered pavements seem to feel old memories at the pitter of her pretty feet. Many seasons of tribulation have come and gone since this old town has throbbled to maiden footsteps. But in the sombre present the light of other days rekindles as the fair nurse passes.

No wonder that Private Murphy loses himself in fancies. The whole long street goes with him. The Armourer Corporal at the door of his billet, looking up from his work with sour and knitted brow, suddenly has his face reflecting brightness. He has seen her and that is enough. The pompous Regimental Sergeant-Major, the cares of an empire shadowed forth on his features, without warning seems to drop into his second childhood as he halts a curse in mid career, and whispers, "The dear little thing!"

A battalion, marching off for the front, are favored by an especial smile, and with lighter hearts they slog along over the pavé to their fate.

Driver Derbyshire of the Army Service Corps, intercepting the smile intended for the fighting men, arrogates the same to himself, and is spirited through high air by its very memory, until he runs amuck of Private Murphy, who exclaims: "Aw, ye smirkin' strawberry-jam pincher; faith, an' ye've got a dose o' shell-shock from lookin' at the loidy."

All the way down that darkened street the little nurse takes with her a reciprocity of smiles. At the far end of the town, grim, glowering General Bangs, just entering his car, catches a glimpse of the sister, and like sunshine through April showers, his face beams forth as he exclaims with wealth of gladness,

"Good evening, sister. It's delightful just to catch a glimpse of you in passing."

All through the night the sentry on his beat before Headquarters chuckles to himself, for he has seen that transcendental General Bangs go down before the nurse's smile; and so a touch of nature makes the whole world kin.

Early in the war I heard an old man in his arm-chair in



A RED CROSS WORKSHOP

Red Cross nurses and workers are seen here preparing surgical supplies which later will be used in dressing the wounds of soldiers.



CARING FOR A WOUNDED SOLDIER

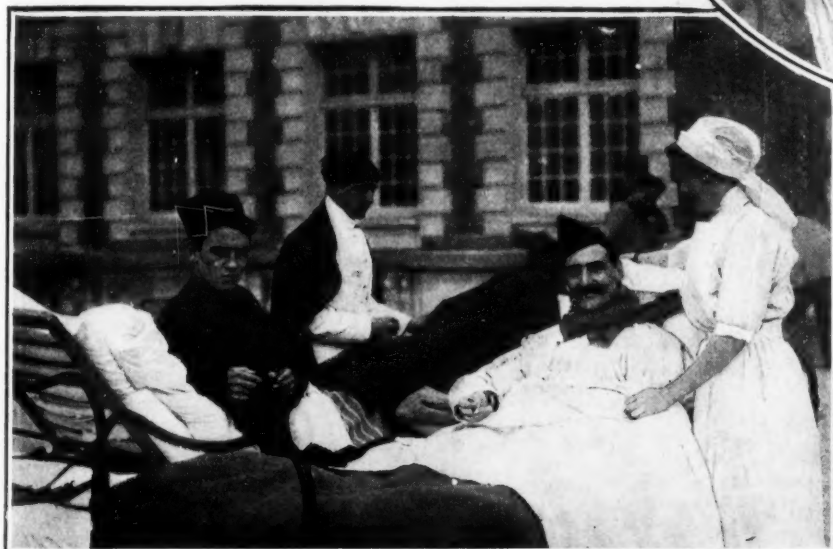
The French soldier in the hospital bed is undergoing treatment by the Dakin-Carrel method of wound drainage. At his side sits one of the many thousands of Red Cross nurses whose tender and efficient ministrations have saved the lives of armies of battle-torn soldiers.

fantryman or gunner. Faithful unto death in her post of duty, she left behind the same example of courage and of self-devotion that characterized her brothers of the combatant forces. The life of a Red Cross nurse is one of extreme hardship and privation, and often of great danger. The lot of nurses in our peaceful cities, as we are all aware, is no bed of roses. But the life of the army nurse is even more exacting. There is no regularity for them as in civil life and in times of great battles they often work night and day, without sleep or rest, until they drop from sheer exhaustion.

During one of our big battles on the Somme last fall, over ten thousand cases passed through one clearing station alone in less than a week. The awful strain upon the handful of sisters in the clearing station in a time like this seems beyond endurance. Yet with infinite patience, and a tireless mercy, they toil on hour after hour with the unceasing stream of wounded, treating all with the same invincible sweetness.

One of the standing miracles to me is the way they preserve their cheery smile,

(Continued on page 372)



SOON TO LEAVE

The three soldiers are on a balcony of the American Ambulance Hospital at Neuilly, France. The soldier seen knitting at the left is recovering from the amputation of a leg, while the man with the cup in his hand was badly shot to pieces while performing unusually gallant service. Their favorite nurse, who has brought them back to health, stands at the right.



# Two Million Voices Bid Godspeed to



STATE TROOPS MARCHING DOWN FIFTH AVENUE

The Twenty-seventh Division of the United States Army, made up of the National Guard of the State of New York, marched in a farewell review through New York City on August 30th. Twenty-five thousand men were in line while 2,000,000 persons wept, cheered and bade farewell to the soldiers. The march extended over a course five miles

long. It required four hours for the troops to pass the reviewing stand in front of the public library. One who watched the men as they passed could not help but recognize the earnestness of purpose and the intelligence which showed upon their faces. This photograph was taken by Mr. Hare from a window in the office of the Editor of LESLIE'S.

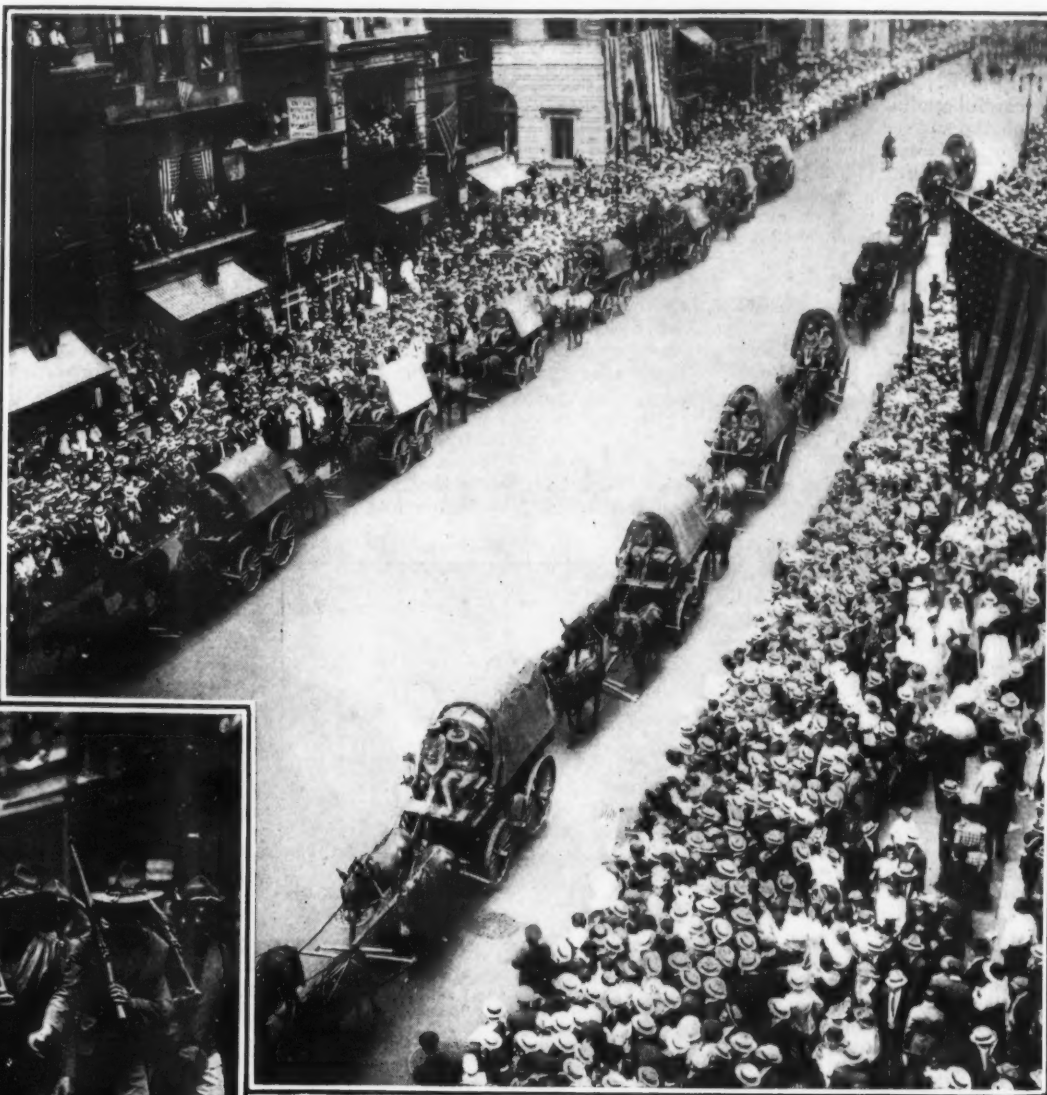


# New York's 25,000 Guardsmen

Photographs by  
JAMES H. HARE  
Staff War Photographer



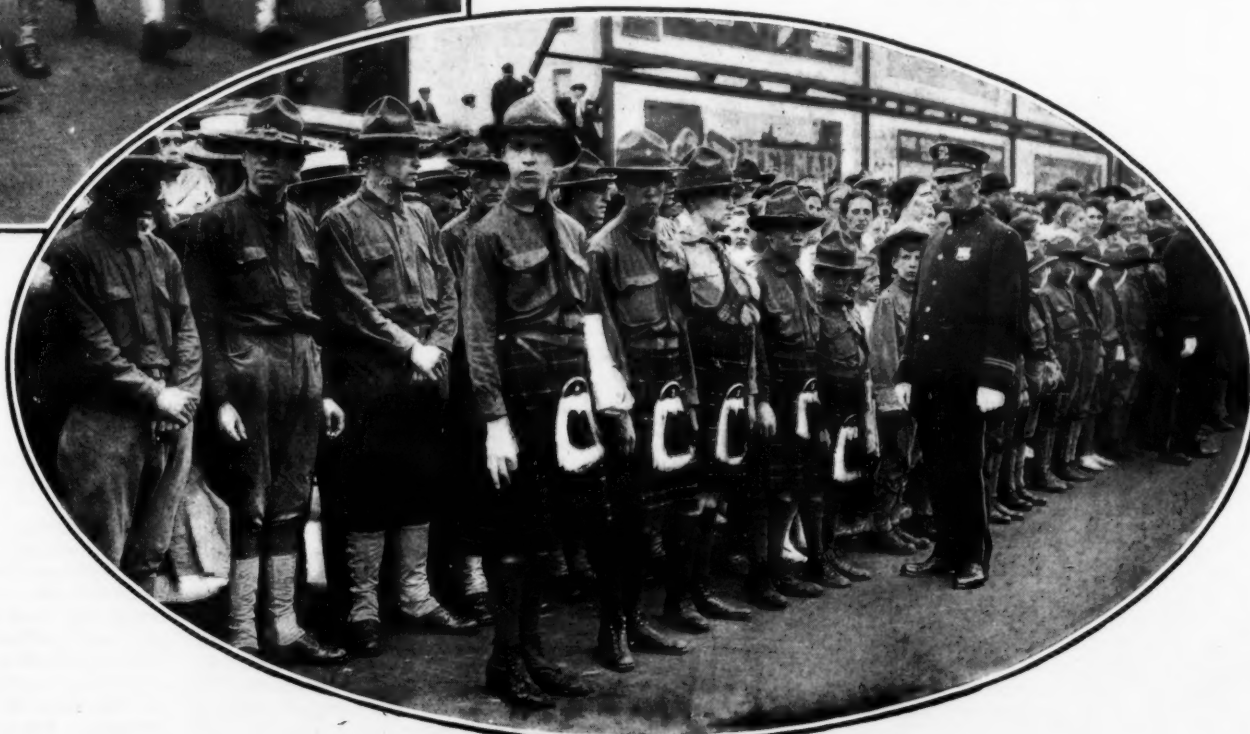
**PASSING UNDER WASHINGTON ARCH**  
The great arch at the lower end of Fifth Avenue marked the termination of the parade.



**THE ARMY MULE PLAYS HIS PART STILL**  
One of the interesting features of the parade was the baggage train. While several motor trucks were in line by far the greater share of the division's baggage was carried in the old reliable army wagons, each drawn by four mules.



**AN INCIDENT OF THE DAY**  
The woman in the picture above is running into Fifth Avenue to hand a gift to her son who is seen in the first line reaching out to receive the present. At times the olive drab lines were bombarded with candy, cigarettes, fruit, sandwiches and gifts from those who lined the curbs or watched from roofs and windows. Often during the five-minute halts made at half hour intervals baskets of gifts were distributed to the men. Flowers too were used to show the city's appreciation of the State's fighting men and many blocks were thickly strewn with blossoms thrown at officers and men. Relatives and close friends of the men were marked by little white tags, three having been given to each guardsman to distribute. The crowd invariably allowed those thus marked to secure the most advantageous positions along the line of march.



**POLICE AIDS ALONG THE LINE**  
The 4,000 policemen who guarded the line of march were assisted by several volunteer organizations. Prominent among the volunteer workers were Boy Scouts and members of the American Woman's League for Self-Defense.



# A Week of the War

By HENRY FARRAND GRIFFIN

**P**RESIDENT WILSON'S reply to the Pope needs careful reading. There is more in it than appears on the surface. The popular impression is that the President has uncompromisingly rejected the Pope's mediation. The popular impression is wrong. A hasty reading of the note suggests that the President makes a German revolution or the abdication of the Hohenzollerns an indispensable condition of peace negotiations. A careful analysis of the note indicates that the President has very carefully avoided taking this position. Most people seem to think that the President has endorsed all the war aims of the Entente Allies. The fact is that the President has specifically repudiated the plans of the Allied extremists for the dismemberment of Austria-Hungary and for an economic war-after-the-war. At the same time the President has put his finger on the weakest link of the pacifist argument for a negotiated peace. How can any one trust the present German government to abide by the terms of any peace treaty, good, bad, or indifferent? Intelligent pacifists, so-called, have always recognized this difficulty. Bethmann-Hollweg's "scrap of paper" flutters across the path of every effort to explain the difficulty away. Thus we shall find that President Wilson in his note frankly faces the two great obstacles to peace negotiations at the present time: first, the world's utter lack of faith in the most solemn pledges of the German Government, as at present constituted; second, the selfish aims of imperialistic extremists among the Entente Allies.

Let us examine the wording of the President's note more closely and we shall see that in each case he not only points out the difficulty but indicates the solution. The President says:

"We can not take the word of the present rulers of Germany as a guarantee of anything that is to endure unless"—note how carefully that one word unless qualifies the preceding phrase—"explicitly supported by such conclusive evidence of the will and purpose of the German people themselves as the other peoples of the world would be justified in accepting. . . . We must await some new evidence of the purposes of the great peoples of the Central Powers. God grant that it may be given soon and in a way to restore the confidence of all peoples everywhere in the faith of nations and the possibility of a covenanted peace."

The German Reichstag is soon to meet. Suppose the leaders of the peace movement in Germany should seize upon these words of President Wilson's to strengthen the popular demand, daily becoming more insistent, for such sweeping changes in the German constitution as would make the Chancellor, the Minister of Foreign Affairs, and all the rest of the Cabinet responsible to the Reichstag, instead of to the Kaiser, and directly dependent for tenure of office upon the will of the Reichstag? Would President Wilson accept this as "conclusive evidence of the will and purpose of the German people themselves"? We must not forget that the President has many sources of information, and we may be sure that the Vatican through the leaders of the Catholic Clerical party in Germany probably has a fairly accurate line on the way the political situation is developing in Germany. Recent reports, too, indicate that the National Liberals, representing the great industrial communities of western Germany, have now lined up strongly with the Catholic Centrists and the Majority Socialists in the Reichstag in their demand for liberal reforms. These three parties combined have an overwhelming majority. The next ses-

sion of the Reichstag promises to be interesting, and there is a possibility of developments that may affect the entire world.

The President naturally spoke more guardedly in regard to the imperialistic war aims of the Allied extremists, but the inference is equally plain. He speaks for the American people when he says:

"Punitive damages, the dismemberment of empires, the establishment of selfish and exclusive economic leagues, we deem inexpedient and in the end worse than futile." . . .

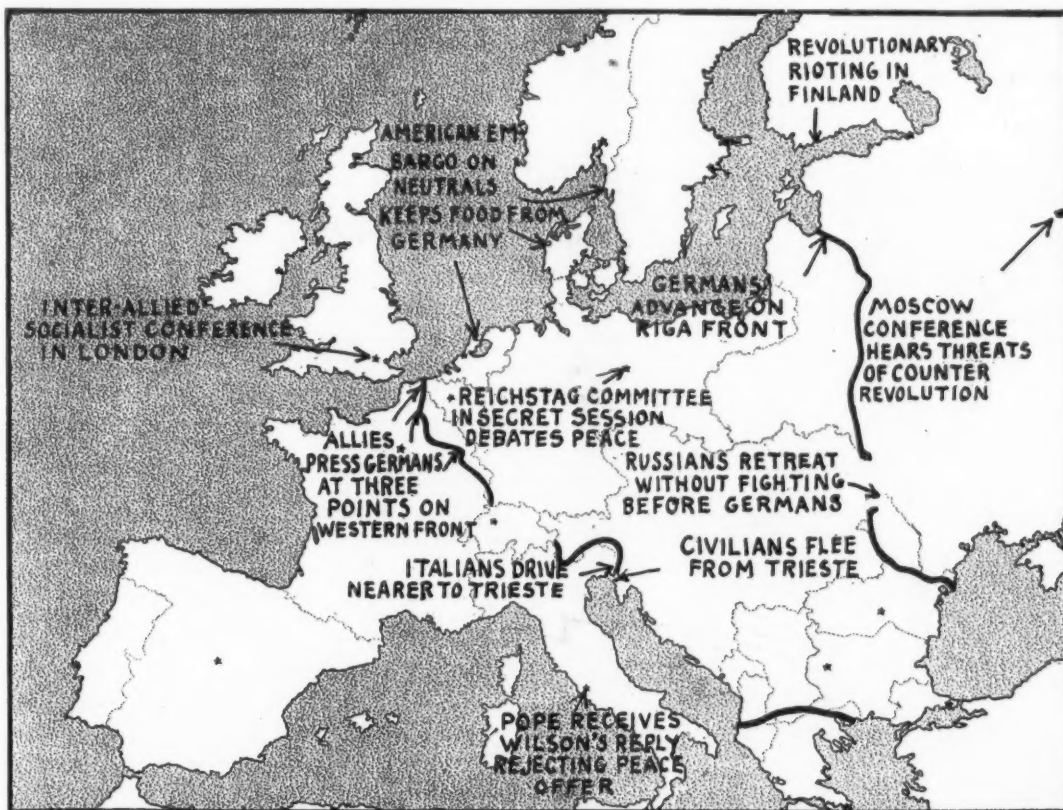
The imperialistic map-makers who are so fond of distributing the fragments of Austria-Hungary may well ponder these words. So may the representatives of the Allies who attended the Paris conference which planned a tariff league designed to throttle the industrial and commercial reconstruction of the Central Powers after the war. The President plainly indicates that the Allies must abandon all idea of such an economic league when he says:

**A**FTER a brief pause the Italian offensive drove on again toward Trieste despite the stiffening of Austrian resistance. By August 1st the Italians were within 12 miles of the outskirts of the city, and the long-range guns of the British monitors, which had worked their way through mine-fields along the coast, were reaching close to the Austrian fleet bottled up in the naval base in Pola, twenty miles away. The recent drive on Trieste has been a well-executed, combined offensive of land and naval forces, and the long-range fire of the monitors, accurately guided by airplanes, has enabled the Italians to take many difficult positions along the coast that had previously balked them. The entire operation from a naval standpoint has been an interesting, practical test of what might possibly be accomplished by a similar land and sea offensive along the Belgian coast. It is probable that we shall see such an attempt made to force the Germans out of their North Sea naval bases before the summer is over.

On the western front the British and French are maintaining steady pressure against the German lines at three points: in Flanders, before Lens, and around Verdun. As the Italian attack becomes more furious, the fighting becomes less active in France and Belgium. As the Italian offensive slows down we may expect the French and British to hit out harder. Thus the Germans and Austrians are kept guessing and hesitate to make the most of their advantage of interior lines by shifting reserves from one danger point to another. There seems good reason to believe that the chief reason why the Austro-German drive into Rumania has not proceeded faster is the hasty withdrawal of troops and guns from the Rumanian front to reinforce the hard-pressed armies defending Trieste. Certainly it is not Russian or Rumanian resistance that has held Von Mackensen back, for Petrograd still reports entire regiments dispersing voluntarily before the enemy. At the same time it is possible that Germany intends to strike

at Russia in the north. And that the long talked of drive against Riga is about to be launched. Such a movement would necessarily draw many corps from the southeast.

**P**ERHAPS the most significant feature of the Moscow conference was the open talk of the possibility of counter revolution. General Korniloff, demanding vigorous measures to restore discipline in the army, was enthusiastically cheered by all save members of the Council of Workmen and Soldiers, and the crowds in Moscow acclaimed him as the savior of Russia. There is an interesting report to the effect that Kerensky did not wish Korniloff to address the Moscow conference and strove to prevent him, but that the general insisted upon being heard. Kerensky's position becomes daily more difficult, and the financial and economic situation in Russia goes from bad to worse. A violent clash between the contending factions may occur at any moment, even in the face of grave danger of further German invasion. It's quite possible that the Germans may not be pressing their military advantage as hard as they could on the theory that the disintegration of Russia will proceed faster from dissension within than from outside military pressure which might have the effect of temporarily uniting the contending factions.



NEW SALIENTS ON THE MAP OF EUROPE

"Responsible statesmen must now everywhere see, if they never saw before, that no peace can rest securely upon political or economic restrictions meant to benefit some nations and cripple or embarrass others." . . .

If this outline of President Wilson's position is correct, and a careful study of his note will leave little doubt on that score, we seem to have taken an important step in the direction of peace. Whether that step will prove vain depends altogether upon the German people. The President has made a bold play for high stakes. He has bid over the heads of the Hohenzollerns direct to the German people. Only the event can prove or disprove the wisdom of his course. But of this much we may be sure. Peace negotiations have begun. An actual peace conference and the end of the war may still be many months away. America may have to throw the whole weight of her military and economic resources into the scale before the German people can be made to see reason. But from now on the discussion of peace and terms of peace will continue, and if the American people wish to share intelligently in that discussion they will do well to follow closely the course of political events in Germany for the people of that country will, in all probability, not remain silent.

The Entente governments have not, at this writing, made reply to the Pope's note, and it is possible that President Wilson's message has made anything but a formal acknowledgment of the note by other governments unnecessary.

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# Taking the Starch Out of the March

By GERALD MYGATT

Photos by JAMES H. HARE, Staff War Photographer

**D**ON'T most of us—that is, those of us who are unfamiliar with army life and with things military in general—don't most of us picture marching troops as swinging down a road in perfect step, left arms moving in unison, rifles held smartly at the right shoulder, head and eyes straight to the front (with never so much as a forehead wrinkled to dislodge a mosquito or a fly), and with the band or the fife-and-drum corps playing gaily at the head of the column? Of course we do. Because that's the way we see them on parade.

A march is a far different thing. A march is simply the means of getting so many men from one place to another in the quickest time and in the best possible condition. And it may astonish one to be told that marching is the principal occupation of troops in the field—that it is one of the hardest things for troops to learn to do properly and that it is one of the chief causes of loss.

One would think that anybody who could walk could also march. Not a bit of it. Training a man to march properly is one of the most difficult tasks an army in-

of the man in back of him. Those are the only two rules—keep your place (no matter what happens, *keep your place*) and keep your gun to yourself. You don't have to keep step. You take your own step, whatever is easiest and most comfortable for you. You don't have to keep silent. You can talk or laugh or sing to your heart's content. In fact, you are encouraged to sing, for singing helps to cover ground. And you may smoke as you please.

That doesn't seem particularly hard—and yet it is. In the first place, there is a natural tendency to fall back a little farther than forty inches from the man ahead of you. I say in the first place. Really it is first, second, third and last place, all in one. That is the one big, hard job, to keep the column closed up, to keep it, in military parlance, from elongating. Now, you'd think any reasonably intelligent man with nothing else much to think about could keep a specified distance from a man walking just



ALWAYS TIME FOR A SMOKE

If everyone realized the restfulness of a smoke during a halt on long marches, there would be no question about sending cigarettes to France.



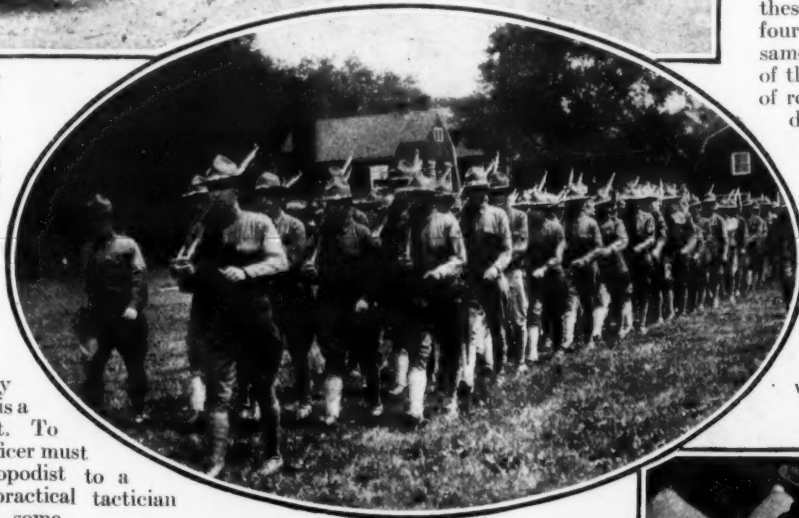
TEN MINUTES' REST AN HOUR

Each stop is a rest in every sense of the word, for the men are allowed to sit down, lie down, or relax in any way they please.

structor has to accomplish. Training a company to march properly is even more difficult. Training a regiment, a brigade, a division, an army to make uniformly successful marches—each one is a more arduous job than the last. To accomplish it efficiently an officer must be everything from a chiropodist to a stomach specialist, from a practical tactician to a train dispatcher. In some ways he is more like a train dispatcher than anything else.

For the moment, however, let us look at the job of doing a day's march from the standpoint of the ordinary soldier, the man who gets his orders from up top and does his best to obey them. For what is called close-order work, for drills and ceremonies, a man is taught to maintain what is known as the position of a soldier, but for marching he is told to hold himself any way he pleases and to get there with the least possible effort.

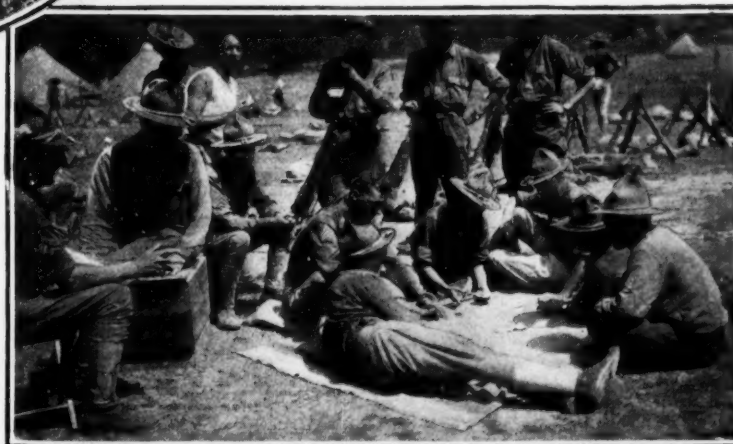
The infantry of our army marches customarily in what is termed column of squads, four men abreast. The only orders the individual soldier gets on the march are to keep directly behind the man in front of him, to keep forty inches behind him (or as close to forty inches as human fallibility makes possible) and to hold his rifle any way he wants as long as he holds it with the muzzle up and so it doesn't poke into the face



THE START OF A DAY'S MARCH

Troops starting out in the morning in column of squads. They are falling into military swing as the command "Route Step" is passed down the line.

ahead of him in a military formation. But try it sometime. You turn to say something to somebody alongside of you or behind you, you bend down to tuck in a legging lace or you struggle to get into one of your pockets (your cartridge belt always seems to cover all your pockets) to reach your tobacco pouch. Before you know it you've lost a foot. You are fifty-two inches back of the man in front. Perhaps you don't notice it. And you stay that way.



BETWEEN HIKES

Plenty of time is allowed in which to eat and to relax when the midday halt is made. These men have been marching for hours and will take the road soon again.

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# People Talked About



**TACITUS HUSSEY, INSTRUCTOR  
IN ARCHERY**

In Des Moines, Iowa, "Tac" Hussey, 83 years old, has a class of 70 archery pupils. He has an eagle eye, a sure arm and a trenchant pen. Hussey has been an archer for 50 years and 40 years ago won his first national championship. He spends his spare time writing for newspapers, composing songs and historical articles.



**"THE BIG MACKS"**

Bernard L. McDonald of the Savannah (Georgia) health department is sending his four sons to fight for Uncle Samuel. The four boys, known as "The Big Macks," are six-footers and all of them are non-commissioned officers in a Georgia battery. From left to right they are: William, Robert, B. B. and Alex.



**TO WORK AMONG TROOPS**

The Rev. Dr. Guy Potter Benton, president of the University of Vermont, has sailed for France to assist in welfare work among our soldiers.



**AN INDIAN-NEGRO MILLION-  
AIRE**

Eastman Richards, a few years ago, owned nothing but a few acres of rocky land. Today he is the builder of the town of Richardsville, Oklahoma, and is worth \$1,500,000. All because he struck oil and struck it big.



**FLOWER GIRLS HONOR  
CINCINNATI'S SOLDIERS**

When Cincinnati gave a rousing send-off to its soldiers one of the features which excited great enthusiasm was the presence of this group of flower girls. 3,000 volunteer soldiers paraded, and the streets were lined with enthusiastic citizens.



**SHE HAS A PRIZE WAR GARDEN**

Mrs. Leonora Staley, of Cincinnati, has won a first prize of \$50 for having the best amateur backyard war garden. Over a thousand backyard gardeners entered the contest. Mrs. Staley's exhibit had 17 out of the 18 classes of vegetable specified in the prize list.



**REPAIRS FLAG WITH WEDDING GOWN**

Mrs. L. A. Lehnhard, of Webster City, Iowa, has endeared herself to the hearts of the Second Iowa Infantry by repairing the regimental flag, which was badly damaged in Border service last year, with the silk from her wedding dress.

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# Men Who Are Winning the War

*William G. McAdoo, Secretary of the Treasury, the Man Who Handles Uncle Sam's Purse*

By WILLIAM H. CRAWFORD

**T**HIS is a story of a rise from cow milker to be son-in-law of the President, the Secretary of the Treasury, and one of the most powerful men in the Cabinet. William G. McAdoo began life very humbly. His family was ruined by Sherman's raid in 1864, for, as you know, Sherman was "powerful keener with fire." Everything that the McAdoo family possessed was destroyed. The Secretary thus describes his early poverty:

"Was I poor, did I have anything to begin with? Why, man, I was worse than poor, I had less than nothing! My mother, who had been raised in refinement, had to go into the kitchen and do her own cooking and housework, and as I grew up I had to do the dish-washing and milk the cows. I was a good milker, too. A funny thing happened about this not long ago when I was on a visit to Rome, Ga. A teacher in a private school, who knew my early history, requested that I lecture to her boys, telling them of their opportunity to rise in the world from humble beginnings, and insisted that I should recount my early experiences. I demurred at this, but she said it would be more impressive to the boys if I would tell about myself. So I made the boys a proposition that I would enter a dish-washing and cow-milking contest with them, because I knew how to do that kind of work. However, I was mighty pleased that none of them took me up, for my fingers might be a little stiff now. I was also champion biscuit maker in my home, and could cook now in a pinch. Yes, sir, I had to work when I was a boy, for we were desperately poor."

I asked the Secretary to tell me something of his early life in Marietta, of which I had learned in biographical sketches. He laughed heartily at this. "I can't very well do that; my memory doesn't extend back that far. We skedaddled from Marietta, running from the Yanks when I was three weeks old, but I can tell you something of my boyhood days in Milledgeville.

"Those were fighting days in Georgia. Every kid had to fight or be eternally disgraced. If you had a little misunderstanding with a boy, you would draw a deadline, and dare him to put his foot across it. That always meant a fight because, the boy who would not take a dare was a coward, and after he had crossed your line and you didn't try to whip the daylights out of him, you would be worse than disgraced. My principal occupations those days were to go to school, to help my mother, and to fight. I enjoyed fighting the best. We moved to Tennessee when I was about fourteen, father having taken a position as professor of English in the University of Tennessee, so as to be able to educate his boys without great expense. However, I had to leave college in my junior year and go to work because of a shortage in the family exchequer.

"I secured an appointment as deputy clerk in the district court. While there I determined to be a lawyer. Kindhearted old Judge DeWitt took such an interest in me that he agreed to teach me law for nothing. I used to go to his house three nights a week and pore over Blackstone and Kent. I owe the Judge a debt of gratitude, more than I have ever been able to repay. I was later admitted to the bar. I reckon that is enough of my early history."

Mr. McAdoo succeeded fairly well as a young lawyer. He had to, because he married at the age of 22, and in addition to supporting his wife, was forced to help his father's family.

"Hardships are no handicap," said the Secretary. "I hardly know a man who is worth his salt to the world who was not

forced by adverse circumstances to put forth his best effort in his youth."

Mr. McAdoo received the appointment of local counsel for the Central Railway of Georgia and the Richmond and Danville Railroad. He thought he should know something about railroads in order to be able to handle the law end of the business properly, so he cultivated the acquaintance of the engineers, the firemen and the conductors. He rode on the engines and got the train crews to explain to him the intricacies of the machinery. So thoroughly did he master railroading he would be able to run a train now if necessary.

His acquired knowledge of railroads, incidentally changed Mr. McAdoo's whole future career. The street railway of Knoxville was in bad shape. Its motive power was a patient Southern mule—the bell-cord was fastened to its bit, and the throttle was a whip. The road was not prosperous, and the owners were anxious to get rid of it, so young McAdoo invested his meager earnings and bought a railroad for himself. He revolutionized the street car service in Knoxville and incidentally lost all his savings in the process, for he was influenced to electrify his line and while the cars were all right they would run only when they wanted to. Consequently Mr. McAdoo lost his all in the venture.

Distigued and broke, McAdoo came to New York in 1891 to start life anew. He rented a dingy little office in Wall Street, after forming a partnership with another William McAdoo, who was, by the way, no relative of his, and began the practice of law. They did not set the world afire at the beginning with their success, but their business grew. McAdoo's principal gain was an acquaintance with Wall Street men and Wall Street customs and winning the confidence

of men with money. They learned to consider him as an enterprising, responsible, trustworthy man. Some of his practice was along railroad and engineering lines, for which he was fitted by his experiences in Tennessee. At this time he lived in Jersey, and commuted into the city daily. He found that standing on the cold ferry



WILLIAM G. McADOO

This photograph of Mr. McAdoo shows him at the close of the campaign to raise the first Liberty Loan.

docks waiting for a boat was uncomfortable and exasperating, and believing that it was equally undesirable for other commuters, he decided that it would be a profitable undertaking to provide means of getting to New York without crossing the river. Why not have a tunnel, through which the people might come to New York with ease and comfort?

Mr. McAdoo became enthusiastic upon the subject. He figured out to the minutest detail how it might be accomplished. He did not, however, have the money to finance the plan himself, and it was extremely difficult to interest Wall Street capitalists in the matter. In the first place, it was supposed to be an impossible engineering feat. The river is sixty-one feet deep in the channel. Its bottom is silt, very soft and mushy, through which the water seeps, making it a poor bottom, through which to tunnel. His plan had been tried twice before. Both attempts had met with utter failure and were given up after the promoters had sunk several million dollars in the enterprise. Wall Street knew this, and was

(Continued on page 377)



THE SECRETARY OF THE TREASURY

Mr. McAdoo is a model for students of physiognomy, for the dominant characteristics easily read in his face are the characteristics which have carried him up the ladder.

# ITALIANS SWEEP FOES

PHOTOS BY



## ITALIANS BREAK AUSTRIAN LINE

During the last two weeks of August the Italian armies achieved a series of victories of first importance. Two great advances were carried forward simultaneously. The one known as the Battle of the Isonzo resulted in the capture of many strong positions, the taking of 24,000 prisoners, 75 pieces of artillery and a large quantity of booty, while the total loss of the Austrians is reckoned at 100,000. Monte Santo, which has been the center of desperate fighting for nearly two years, was taken by the Second Army Corps under General Capello. It is an Italian tradition that for 2,000 years no army that was able to pass this mountain barrier has ever failed of ultimate victory. Monte Santo is 2,245 feet high, and through its capture the Italians now dominate the entire locality.



## THE LATEST THING IN TRENCH HEAD-GEAR

Increasing use of asphyxiating gases makes a mask necessary for every soldier. The picture shows masks favored by the Italian General Staff. It also shows wire-lined trenches with hopper loophole for observation and rifle fire.



## SCREENED FROM THEIR OWN GUNS

Austrian prisoners captured in early stages of the great battle of the Isonzo being sent to the rear behind screens erected by the Italian army to obscure their movements from their enemies. Exposed positions on the bare mountainsides must be cleverly covered as otherwise it would be almost impossible to cross them without being killed.



## SOLDIERS DRESSED IN WHITE

Where the Italian advance had to be made across snow-clad peaks, the soldiers were dressed in white to reduce their visibility. This picture gives a vivid idea of their appearance. The Italian forces have now won

Heavy fighting between Italian and Austrian forces took place in the British Alps. The British assisted the Italian army in the capture of the Carso region and the Italian army was firmly successful in its advance. The picture shows the construction of the clouds, the top of this picture shows the Italian army in the scale, some 12,000 feet.

FOR SERVICE their way advantage which higher ground



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# FROM MOUNTAIN PEAKS

PATHÉ FILMS

## NAVY HELPS IN LAND BATTLE

Heavy fighting between the Italian and Austrian armies took place near the coast and the British and Italian navies assisted the land forces. A number of British monitors mounting heavy guns were employed to bombard the Austrian fortifications. The fighting in the Carso region was very heavy and the Italians were uniformly successful. The mountains in which these battles took place are almost inaccessible. The picture at the top of the opposite page shows soldiers carrying materials for the construction of shelters above the clouds, while the one at the top of this page shows the summits of the mountains which the Italians were obliged to scale, some of them being 12,000 feet above sea level.



## GLAD TO BE OUT OF THE WAR

The Austrian prisoners taken in the great drive by General Cadorna's forces in the vicinity of Trieste. The Italians have taken about as many prisoners in this one battle as the United States had men in its mobile regular army one year ago. In the distance may be seen an aerial tramway on which supplies are sent from peak to peak.



## FOR SERVICE IN SNOW

their way across the highest altitudes and henceforth will enjoy the advantage which the Austrians have previously had—that of occupying the higher ground.



## THE LABORS OF GIANTS

The tasks credited to mythological heroes seem small in comparison with the work done by the Italian army in its slow progress across the Julian Alps. This photograph shows how large guns were moved from peak to peak by aerial tramways.

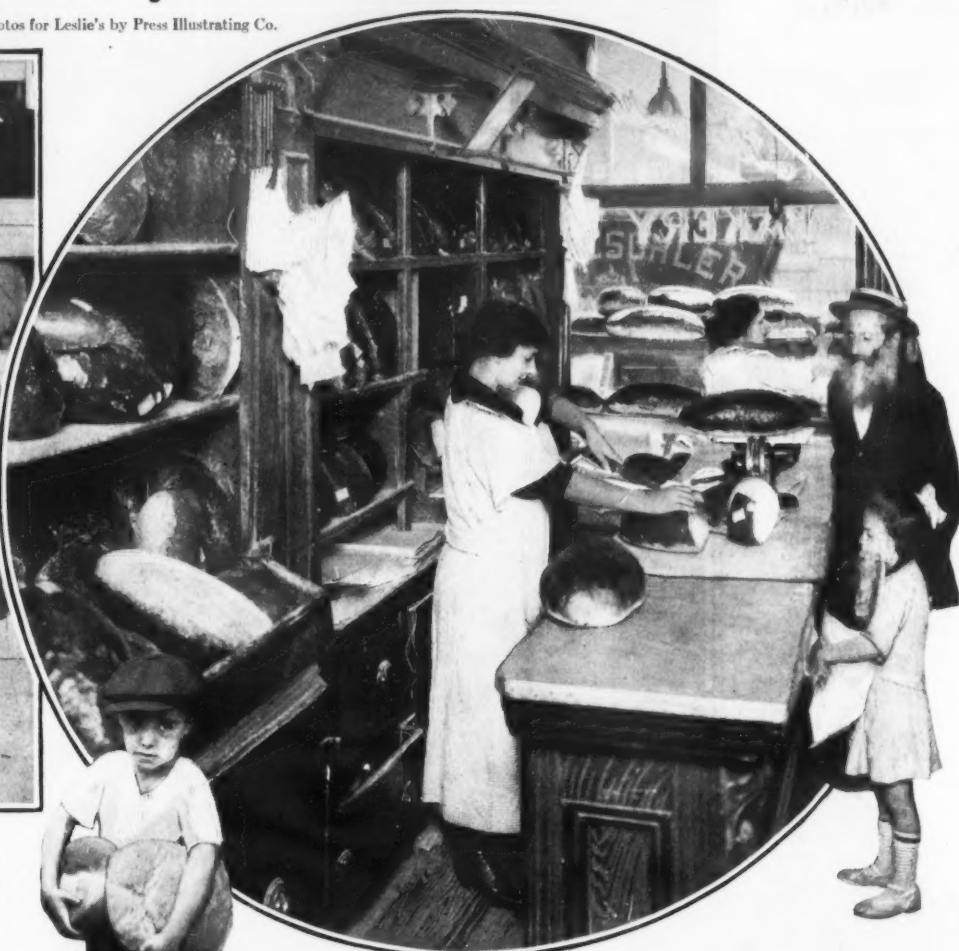
# How a Great City Protects Its Poor

Exclusive Photos for Leslie's by Press Illustrating Co.



## FULL QUARTS OF MILK, LOOSE OR BOTTLED

The thrift of the housewife is measured by her purchases. The same quantity of milk of the same grade when bought in a bottle costs four or five cents more than when bought "loose." The New York inspector tests the dipper with the bottle to see that the dipper holds a full quart.



## WHO SAID GERMS?

The laddie was in a hurry, or perhaps the increased cost of paper accounts for not having the bread wrapped. On the East Side of New York families are large and the loaves are made to correspond.

## BREAD \$1.25 A LOAF

But note the size of the loaf! The inspector found loaves weighing from five to fifteen pounds. Italians prefer to buy in bulk, and the tissue-wrapped, 15-ounce, 10-cent loaf of the better districts finds no market among New York's poor, where "germs" mean nothing.



## TESTING WEIGHTS ON THE "CURB MARKET"

The sidewalk store does a rushing business. Everything is sold by bulk and the scales are kept continually busy. The shop-keeper has faith in the honesty of her scales and worries not at the inspector's tests. Her shop may not appeal to the better classes, but meets the requirements of the not too exacting East Side.



## THE PUSHCART PEDDLER'S PARADISE

A rushing business that nets a goodly income to its owner. The inspector's visit brings vindication to the honest peddler and anxious moments to the dishonest. If the weights have been tampered with or are under standard they find an immediate grave in the river or are confiscated for scrap metal.



# Wheat and Meat for All

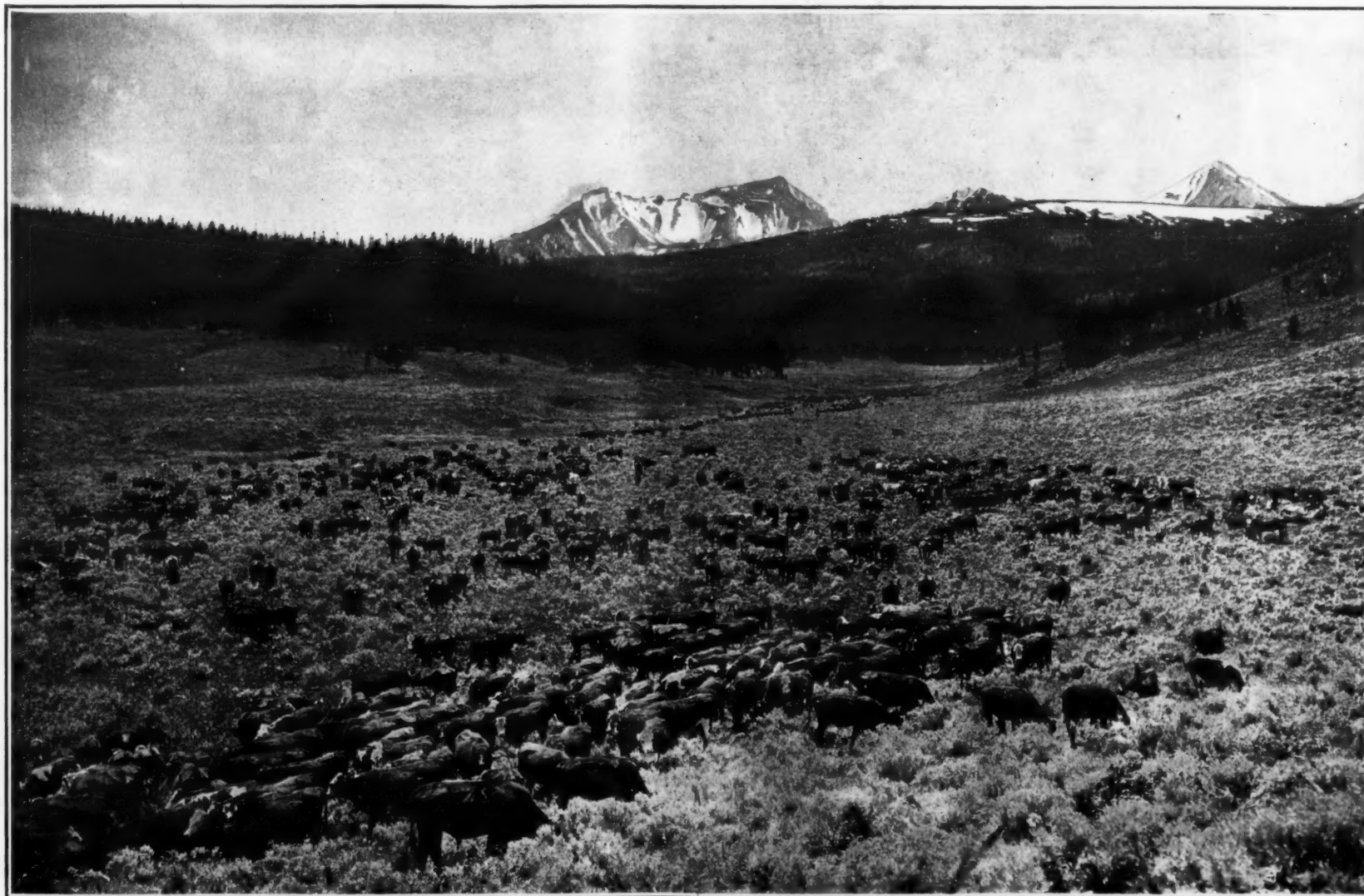
Photos Brown & Dawson



## MILLIONS OF ACRES IN HARVEST

The United States has long led the world in wheat production. Russia held second place until the war reduced her agricultural resources. The gigantic task of furnishing the wheat for the seventeen Allied nations as well as the neutrals now practically devolves on the United States and Canada. Two years ago our output exceeded the billion-bushel mark, while Canada furnished the world with a third of that amount.

Our banner wheat-producing states are Nebraska, North Dakota, and Minnesota. Strangely Pennsylvania, better known for her coal production, in 1916 stood fourth in the production of wheat. Every state in the Union has proudly and promptly responded to the President's call for intensive farming, and banner crops this year are promised that may prove the salvation of the Allies and the defiance of the submarine.



## AMERICA THE GREATEST MEAT-PRODUCING COUNTRY OF THE GLOBE

In 1916, the United States had over sixty million cattle and nearly fifty million sheep grazing on its vast ranges, twice the number in the next greatest cattle-raising country in the world—Argentina. A conservation of all resources in beef, mutton and pork has been instituted, embargoes on exports to neutrals and regulations and restrictions

on exports to our Allies will tend to increase our supply of meat for our own people and the peoples of our Allies in the great world conflict. Scenes like these offer pictorial proof of our ability to defy Germany's measures to starve her foes. The burden is great however for foreign reports forecast poor grain crops.

# AMERICAN AVIATORS RAID A



The Lafayette Squadron, composed of American aviators, plays its part daily in the air fights over the German lines. Recently it was announced that 28,000 pounds of bombs and explosives had been dropped in one raid on German military establishments, railroad stations and encampments. Two groups of chasers were chosen from the ranks of the Lafayette Squadron, commanded respectively by Lieutenant Raoul Lufbery, of Wallingford, Conn., and Adjutant Didier Masson,

of San Francisco, which traveled protectingly to the right and left of a bombing machine as it entered enemy territory. Another group from another squadron followed in the rear. One hundred and eleven French machines took part. The following official account of aerial activities was given out: "German airplanes dropped bombs in the region north of Nancy. There were no victims. On the day of August 17 and the night of August 17-18, our bombarding squadrons

AND AVIATION  
carried out  
airplanes to  
(28,600 pounds)  
our machines  
aviation can  
Longuyon,



## A dramatic black and white illustration of a dogfight between two biplanes. The biplane on the left, marked with a star insignia, is in a steep climb. The biplane on the right is in a steep dive. The sky is filled with dark, swirling clouds and smoke. The artist's signature 'L.A. SHAFER' and the year '1917' are in the bottom right corner.

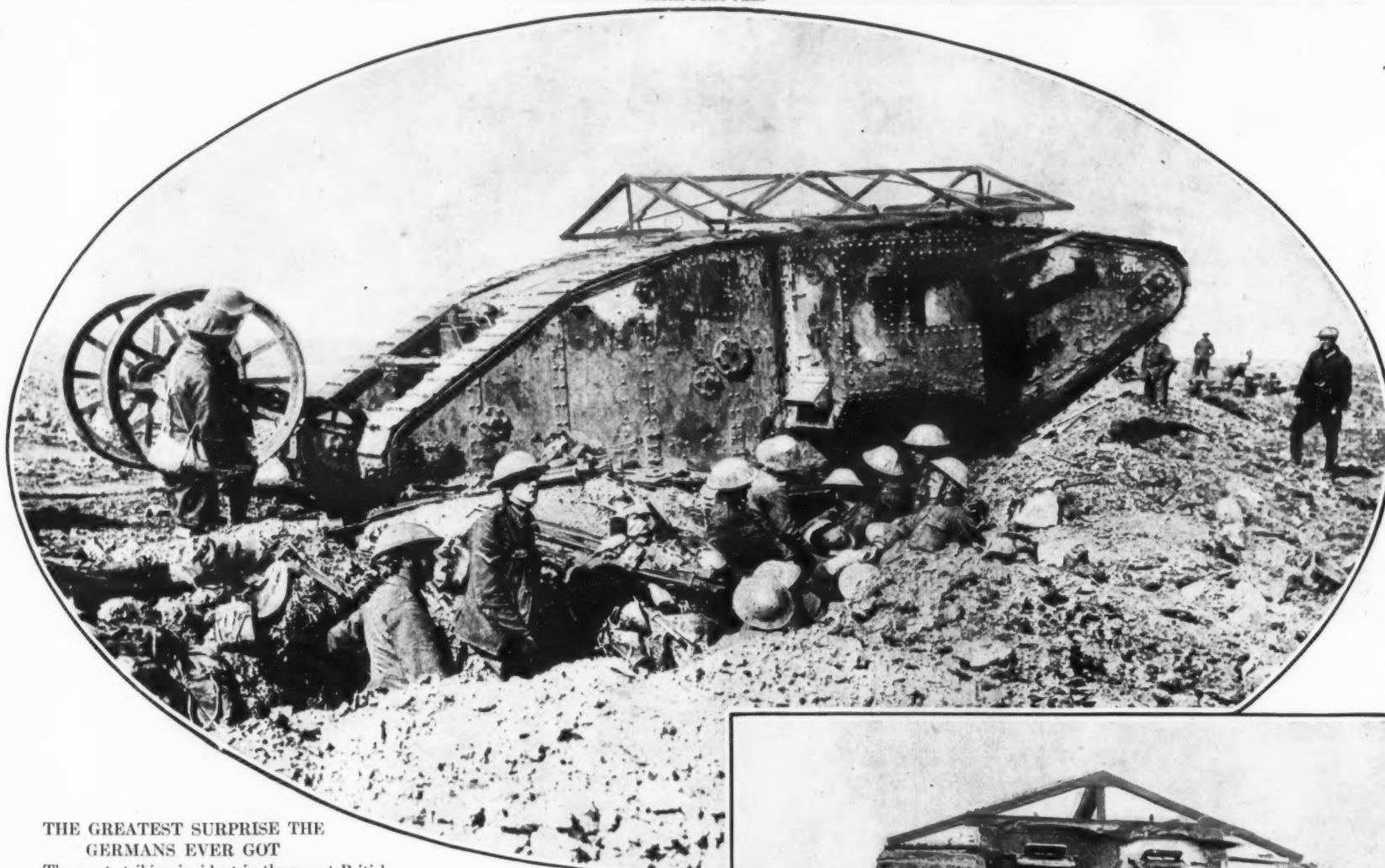
L.A. SHAFER  
1 9 1 7

ROAD STATION AND AVIATION ENCAMPMENT BY AIRMEN

sur-Meuse and encampments in the Forest of Spincourt were showered with bombs. Many explosions and several fires were observed. On the night of August 16-17 the railway station at Cortemark was attacked by our aviators, who saw a large fire there. Yesterday seven German airplanes and a captive balloon were brought down by our pilots. Eight other enemy machines were forced to land in the German lines, badly damaged."

# Dealing Death to the Huns

Photos Pathé Films



## THE GREATEST SURPRISE THE GERMANS EVER GOT

The most striking incident in the recent British offensive in France and Belgium was the great "tank" drive which broke the German lines north of Ypres, clearing the whole territory and leaving the infantry the pleasing work of counting the prisoners.

## BEATING THE FOE AT HIS OWN GAME.

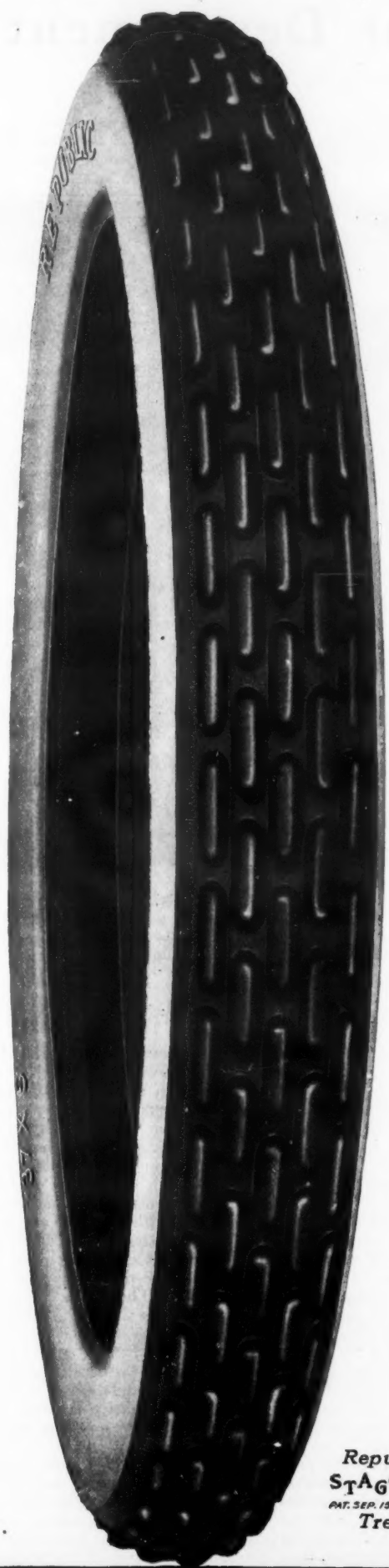
Though the Germans have been familiar with "tank" operations ever since the battle of the Somme, they continue unable to withstand the armed and lumbering monsters, which, in the battle of Arras, have been credited with destroying the morale of the Germans defending their position before the town. A head-on view of the land dreadnoughts is rather disconcerting, even to a friend.



## ENGINEERS TO THE FOREFRONT

A squad of engineers advancing behind the charge of the tanks in the recent British offensive, establishing telephoning and telegraphic lines of communication for the Signal Corps. The long, curly-looking implements are giant gimlets called "corkscrews" used to dig post holes for telegraph or telephone lines in the quickest possible time.





Republic  
STAGUARD  
PAT. SEP. 15-22-1908  
Tread

## Performance of The Republic

We have reports, now, on the performance of Republic Tires on the worst roads of the world.

The virtues of the Prōdium Process in prolonging tire life are again conclusively demonstrated.

New Zealand, for instance—with mere trails through volcanic rock—reports mileage almost beyond belief.

On the trackless African veldt, Republic Tires have proved their greater wear-resistance.

From the gumbo roads of our west; the hot California deserts, the timber roads of Minnesota, comes the same report:—

Republic Tires *do* last longer.

This is due to the Prōdium Process, which was discovered and developed in Republic laboratories.

It makes rubber tremendously strong and tough and long-lived to a remarkable degree.

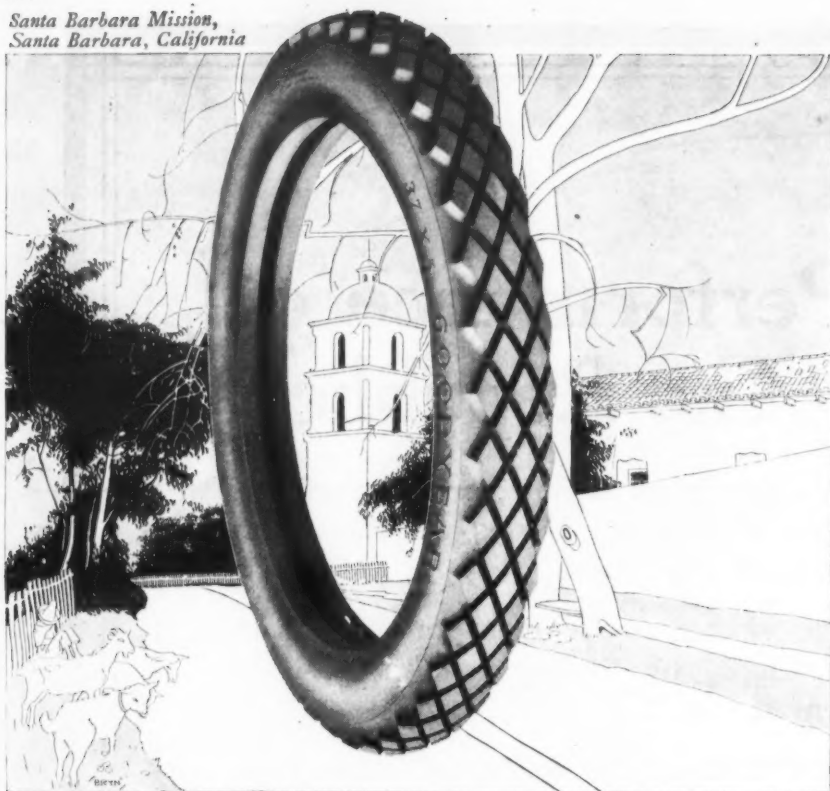
*Republic Black-Line Red Inner Tubes have a reputation for freedom from trouble*

**The Republic Rubber Company, Youngstown, Ohio**

*Originator of the First Effective Rubber Non-Skid Tire  
Republic Staguard Tread*

# REPUBLIC TIRES

Santa Barbara Mission,  
Santa Barbara, California



Copyright 1917, by The Goodyear Tire & Rubber Co.

## It Will Pay You to Try Goodyears

Goodyear Tires command the preference of shrewd America by unusual value.

Throughout this country, the demand for them overtops that enjoyed by any other tire.

This fact is far more important as an indication of quality than it is as a statement of sales.

For no tire could have won this position of leadership except by demonstrated superiority.

Is it not reasonable to suppose that the tire which serves a plurality of American motorists better, also will serve *you* better?

Is it not reasonable to suppose that the tire which gives them greater mileage, more comfort and larger freedom from trouble, also will give *you* the same?

It will pay you to try Goodyear Tires. It will pay you from the moment you put them on your car.

In the case of innumerable thousands they have proved themselves the tires of saving and satisfaction.

*Goodyear Tires, Heavy Tourist Tubes and "Tire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.*

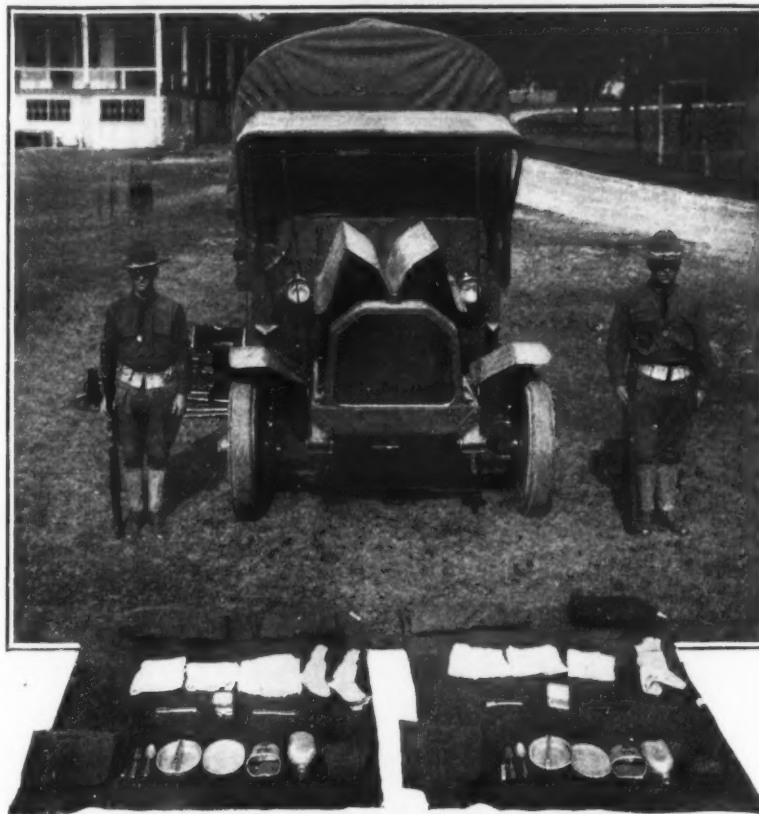
The Goodyear Tire & Rubber Co., Akron, Ohio

**GOODYEAR**  
AKRON

## Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



IT'S A WAY THEY HAVE IN THE ARMY

Military inspection and rigid discipline when applied to motor trucks give the best results and make for the highest efficiency. Here is shown not only the complete tool kit of the truck, but the personal equipment of the crew, unrolled and laid out for daily inspection.

### Stealing a Leaf From Uncle Sam's Note Book

HOWEVER much we may criticize the Government for its red tape and slowness of action, we must at least admit that whatever Uncle Sam does he does thoroughly.

Uncle Sam is about to become the largest motor truck user in the world. To the thousands of motor-driven vehicles bought during the Mexican Campaign will be added at least 35,000 additional trucks for the use of our troops here and abroad in the present war. Such a vast fleet of trucks must be used effectively, and when we combine the advantages of a standardized design with the conditions of military discipline under which they will be operated and cared for, we should be able to accumulate data and experience which will prove invaluable to the individual truck owner from now on.

The fact that Uncle Sam has standardized his trucks, so that any part broken in action may be replaced by a similar part taken from another truck, does not necessarily mean that the most efficient delivery system can be obtained only by the use of a fleet of trucks identical in model and design. It does mean, however, that there must be at least a certain standardization of methods and a certain interchangeability of parts which will enable each truck to spend its actual time in the most effective service.

The keynote of an army is discipline, and it is discipline which is needed in the care and operation of motor trucks. The method which the Quartermaster's Department is devising for an accurate record of operation and repair costs is a most important step which can be applied with advantage to the needs of the individual user. As one of the principal duties of a commanding officer is to keep his men in

good condition, so is the officer in charge of a fleet of army motor trucks required to keep them in a usable state during the time that they are in active service.

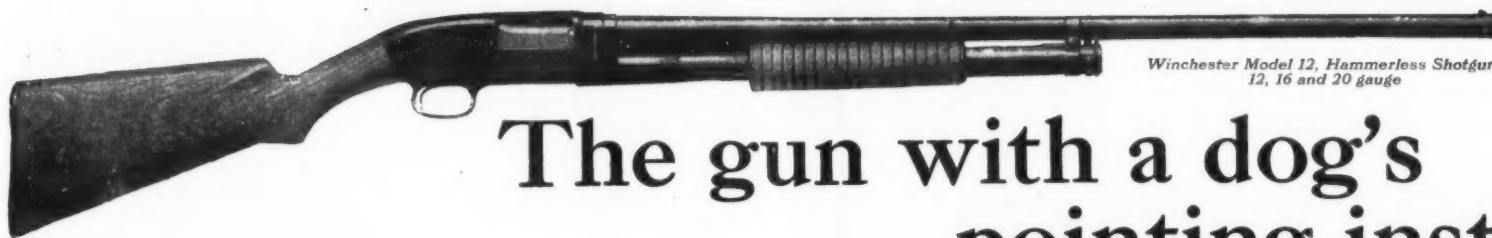
The feature which probably conduces more toward this perfect condition of the trucks than any other is the daily inspection which takes place at each truck camp. This inspection is as thorough as is possible, and consists, not only in a detailed investigation of the condition of each truck, but also in an inventory of all tools and spare parts which are required to be carried. The trucks are lined up in a given formation with the spare parts and tool kit set out systematically on the right hand side, so that an inventory of the equipment may be made at a glance. Orders regarding the nature of this equipment are given out the previous day or week, as the case may be, and depend upon the nature of the duties which the truck is to perform. Trucks in the hands of individual users, performing the same kind of work day after day, are not changed in point of equipment, and, therefore, whatever hardships in this direction the driver of the army truck is subjected to are reduced by a large proportion in the case of the driver of the truck used in a private capacity.

Special stress is laid on the necessity of a complete equipment, for as it is expected that each experienced truck driver should be able to make minor repairs, so, if he is provided with the proper equipment, the chances that each truck will reach its destination practically on time are increased ten fold.

Another army method which should operate well in civil life is the system by which the driver and his assistant, com-

(Continued on page 372)





Winchester Model 12, Hammerless Shotgun, 12, 16 and 20 gauge

## The gun with a dog's pointing instinct

A dog points by instinct. Its nose, body and tail come into line naturally—instantly.

So with the hunter and his gun.

Armed with the right gun, he "points" it instinctively. If properly balanced, his gun comes up into line naturally, as easily as pointing a finger.

But if the gun is not right, if it has not been perfectly balanced in the shop, it won't work out well in practice, just as a dog, if not properly bred, will not work out well with its master in the field.

The Winchester Model 12 Repeater is a *thoroughbred* of shotguns. It has been classed by experts as "The Perfect Repeater."

Its balance enables you to get onto fast flying birds instantly. Pointed right, it never fails to bring down the game.

Fifty years of the best gun-making reputation have produced in the Winchester Model 12, a gun of almost human instincts. It is a triumph of guncraft. Nicely balanced, with its slim, graceful barrel, the Model 12 is a beautiful weapon, with a fascination about it that few sportsmen can resist.

### The pattern that brings down the game

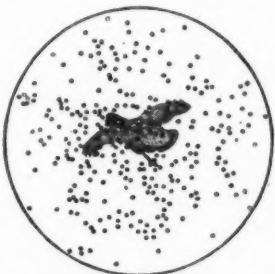
The remarkable game-getting pattern of the Winchester Model 12, shooting its own standard ammunition, is the result of infinite care taken in boring the barrel.

The right amount of choke for different loads

has been worked out after exhaustive experiment. Result: a pattern that spreads out evenly—neither too scattered nor too bunched—and lands with lots of steam behind it.

### The barrel is the gun

Men who know guns realize that the accuracy and durability of a gun lie in the barrel. On the quality of the barrel depends the quality of the gun. There is absolutely no difference in the standard of quality of the barrels on the highest and lowest priced Winchester guns. With Winchester the barrel is the gun and the single standard of quality has been attained only by the most unremitting attention to the boring, finishing and testing of the barrel.



Even spread, maximum penetration. Winchester shot pattern. Brings down the game

### The Winchester barrel

The barrel of every Winchester has been scientifically bored to micrometer measurements for the pattern it is meant to make. The degree of choke exactly offsets the tendency of the shot to spread. Until its pattern proves up to Winchester standard, the gun cannot leave the factory. The Nickel Steel construction preserves the original accuracy forever. The Bennett Process, used exclusively by Winchester, gives the Win-

chester barrel a distinctive blue finish that, with proper care, will last a lifetime.

### What means

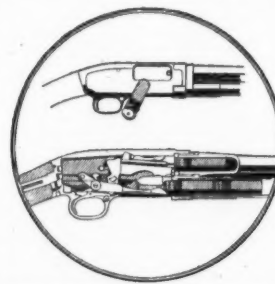
This mark on the barrel means *Viewed and Proved Winchester*. This stamp stands for Winchester's guarantee of quality, with fifty years of the best gun-making reputation behind it.

Every gun that bears the name "Winchester" and that is marked with the Winchester Viewed and Proved stamp has been fired many times for accuracy and smooth action and with excess loads for strength.

At every stage of Winchester manufacture machine production is supplemented by human craftsmanship. It is a *test and adjustment process*.

It is this care in manufacturing that has produced in the Model 12 a gun of unsurpassed game-getting qualities, whose grace, balance, beauty of lines, and never failing performance in the field have earned it the title of "thoroughbred of shotguns"—the gun with a dog's pointing instinct.

*For those who prefer a hammer action gun, we have made the Model 97. It is built on exactly the same lines as the Model 12, but with hammer action.*



Quick feeder, sure ejector. Throws empty shells to the side, out of your way

Write for details of Winchester shotguns, rifles and ammunition

The Winchester catalog is an encyclopedia on shotguns, rifles and ammunition. Every hunter should have one. It gives detailed specifications of the Model 12 and describes at length the principles on which every one of the world famous Winchester

shotguns and rifles is built. Write today. We will mail you a copy free, postpaid.

WINCHESTER REPEATING ARMS CO.  
Dept. 170 New Haven, Conn.

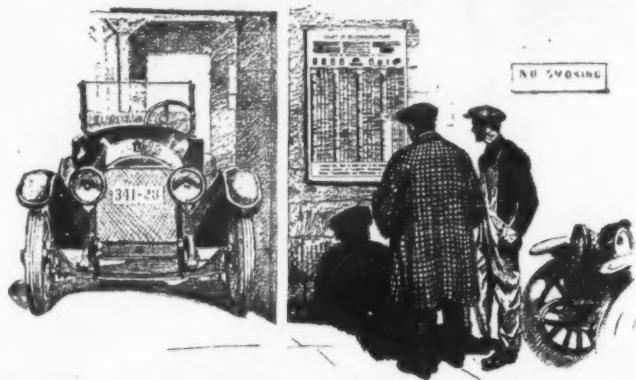


Winchester Model 97, Hammer Shotgun. Take-down Repeating Shotgun. Made in 12 gauge, weight about 7 1/4 lbs.; in 16 gauge, weight about 7 1/2 lbs. The favorite with shooters who prefer a slide forearm repeating gun with hammer.

# WINCHESTER

World Standard Guns and Ammunition

## Make this Chart your guide



### Look for it on your dealer's wall

Your oil runs low. You stop for a fresh supply.

You now come to a vital question. What oil will the dealer pour into your oil-reservoir? Will it be just "oil"—or will it be the correct lubricant for your engine?

Among thousands of dealers this is what happens:

The dealer recognizes the make of your car—and the year's model. He runs his finger down the Vacuum Oil Company's Chart (shown above in miniature) until he finds your car's make and model. Then he supplies you with the grade of Gargoyle Mobiloils specified for your car by the Chart. This oil will effectively seal your piston rings against power-waste, gasoline-waste and oil-waste.

Why are thousands of dealers placing such reliance in this Chart?

Experience has taught them that something like 50% of all engine troubles are due to incorrect lubrication.

They realize that scientific lubrication is a problem for specialists. Since the dealer has neither time nor equipment for studying this intricate subject he draws on the experience of a recognized authority.

That is why you find on his walls the large Chart of Recommendations, issued by the Vacuum Oil Company.

If you inquire about the Chart you will find this:

The Vacuum Oil Company for 50 years have specialized in scientific lubrication. Today their world-wide leadership in lubrication matters is unquestioned in scientific circles.

For years their Chart of Recommendations has been recognized as the scientific guide to correct automobile lubrication.

In keeping this Chart up to date, each new model of every automobile is carefully analyzed. This work involves lengthy and painstaking engineering study by the Vacuum Oil Company's Board of Engineers. The recommendations of this Chart are proven correct by repeated practical tests.

But nothing has given dealers such faith in this Chart as their experience with the oils themselves. For no one knows better than the dealer how difficult it is to secure efficient lubrication—and how much efficient lubrication means.

Write for new 56-page booklet containing complete discussion of your lubrication problems, list of troubles with remedies and complete Charts of Recommendations for Automobiles, Motorcycles, Tractors and Motor-boat Engines.



## Mobiloils

A grade for each type of motor

The four grades of Gargoyle Mobiloils for gasoline motor lubrication, purified to remove free carbon, are:

Gargoyle Mobiloil "A"  
Gargoyle Mobiloil "B"  
Gargoyle Mobiloil "E"  
Gargoyle Mobiloil "Arctic"

In buying Gargoyle Mobiloils from your dealer, it is safest to purchase in original packages. Look for the red Gargoyle on the container. If your dealer has not the grade specified for your car, he can easily secure it for you.

**VACUUM OIL COMPANY**

Rochester, N. Y., U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

**Domestic Branches:**  
Detroit  
Boston  
New York  
Kansas City, Kan.  
Chicago  
Philadelphia  
Indianapolis  
Minneapolis  
Pittsburgh  
Des Moines

### Correct Automobile Lubrication

**Explanation:** In the Chart below, the letter opposite the car indicates the grade of Gargoyle Mobiloils that should be used. For example, "A" means Gargoyle Mobiloil "A"; "Arc" means Gargoyle Mobiloil "Arctic," etc. The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

This Chart is compiled by the Vacuum Oil Co.'s Board of Engineers and represents our professional advice on Correct Automobile Lubrication.

Model of	1917	1916	1915	1914	1913
CARS	Summer	Winter	Summer	Winter	Summer
Abbott-Detroit.....	Arc	Arc	Arc	Arc	Arc
Allen.....	A	A	A	A	A
Apperson.....	A	A	A	A	A
Auburn (4 cyl).....	A	A	A	A	A
Autocar (2 cyl).....	A	A	A	A	A
Buick.....	A	A	A	A	A
Cadillac.....	A	A	A	A	A
Camp.....	A	A	A	A	A
Chalmers.....	A	A	A	A	A
Chandler Six.....	A	A	A	A	A
Cole.....	A	A	A	A	A
Cunningham.....	A	A	A	A	A
Dart.....	A	A	A	A	A
Detroit.....	A	A	A	A	A
Dodge.....	A	A	A	A	A
Dort.....	A	A	A	A	A
Empire.....	A	A	A	A	A
Federal.....	A	A	A	A	A
Ford.....	A	A	A	A	A
Franklin.....	A	A	A	A	A
Grant.....	A	A	A	A	A
Hals-Twelve.....	A	A	A	A	A
Haynes.....	A	A	A	A	A
Hudson.....	A	A	A	A	A
Hupmobile.....	A	A	A	A	A
Jeffery.....	A	A	A	A	A
Kearns.....	A	A	A	A	A
Kelly-Springfield.....	A	A	A	A	A
King.....	A	A	A	A	A
Kiesel-Karr.....	A	A	A	A	A
Lexington.....	A	A	A	A	A
Lippard-Stewart.....	A	A	A	A	A
Locomobile.....	A	A	A	A	A
MacFarlan.....	A	A	A	A	A
Mazda.....	A	A	A	A	A
Maxwell.....	A	A	A	A	A
Mercer.....	A	A	A	A	A
Mitchell (8 cyl).....	A	A	A	A	A
Moline.....	A	A	A	A	A
Moon (4 cyl).....	A	A	A	A	A
National.....	A	A	A	A	A
Oakland.....	A	A	A	A	A
Oldsmobile.....	A	A	A	A	A
Overland.....	A	A	A	A	A
Packard.....	A	A	A	A	A
Palge.....	A	A	A	A	A
Pathfinder.....	A	A	A	A	A
Peerless.....	A	A	A	A	A
Pierce-Arrow.....	A	A	A	A	A
Premier.....	A	A	A	A	A
Regal.....	A	A	A	A	A
Renault (French).....	A	A	A	A	A
Richmond.....	A	A	A	A	A
Riker.....	A	A	A	A	A
Saxon.....	A	A	A	A	A
Selden.....	A	A	A	A	A
Simplex.....	A	A	A	A	A
Studebaker.....	A	A	A	A	A
Stutz.....	A	A	A	A	A
Vellie (4 cyl).....	A	A	A	A	A
Westcott.....	A	A	A	A	A
White.....	A	A	A	A	A
Willis-Knight.....	A	A	A	A	A
Willys Six.....	A	A	A	A	A
Winton.....	A	A	A	A	A

## The Red Cross Nurse

(Continued from page 355)

which often to the wan-faced Tommy is more salutary than any other restorative. One would expect to find them callous and hardened after months of this kind of life, but such is not the case. Those who are now old campaigners, who have been out since 1914, seem to possess as spontaneous a sympathy as those who have only just arrived.

When the wounded first come in from the front, they are often in a deplorable condition. Unkempt and unshaven, their clothes filthy with vermin and blood, their very appearance seems loathsome, and yet these gentle sisters bathe them and clothe them anew, setting themselves to the task with the same cheery spirit with which they would engage in the most pleasant occupation.

The savant, like my old friend of the city club, would declare that women could not do such things. "Why," he would maintain, "the emergencies of war would render her absolutely useless." From my observation of the Red Cross nurse, my faith in the capability of woman has infinitely increased. I no longer have ears for this idle prattle on the limited sphere of woman, about their not being able to do this, and not having the power to stand that. I have seen a little chit of a girl with a Red Cross brassard on her arm standing up to the emergencies of war as well as any man, and to quote from the vernacular, "I've got to hand it to them."

Once in my artillery observation post, in the Ypres salient, I tacked up a picture of a group of American high school girls who were acting as Red Cross nurses in Texas. Any one of these girls would have been awarded a prize at a beauty show. As the observation post was visited by numerous officers, it is needless to relate that the picture aroused much ecstasy of speech.

"Oh, I say!"... "My word, what dreams!"... "Oh, to be a wounded hero in Texas!"... were among the spontaneous outbursts. Perhaps a chap who had been back to England wounded, been to Blighty, as we say in the trenches, would hold forth about the charms of the young V. A. D. nurses.

"All the V. A. D's are just like that, boys," declared one who had been in the great hospital at Brighton Pavilion. "I used to have one come around to take my temperature in the morning, and then I lived in hope until she came around again at night. Take a tip from me, and if you get a Blighty, go to the Brighton Pavilion, for they're all beauties there—just like these Texas girls." This was an individual's opinion.

But in a deeper sense one sees real beauty in every nurse of the Red Cross. The first impression may not be striking, but for the wounded soldier the passage of time always serves to unfold new charm and sweetness in his nurse's face.

"I never had a nurse yet that I didn't think was lovely after the second day," declared a brother officer of mine. Theirs is that deepest, rarest form of beauty, that comes alone through love and service. It is the same loveliness that one beholds in his mother's smile, retaining its eternal freshness while firefly charmers wax and wane. These Sisters of Mercy in our hospitals are the farthest antithesis to war in the trenches. While we of the guns are striving to smash down and to destroy, they of the Red Cross are struggling to build up and to restore. While our business is to kill, theirs is to save. In the trenches one catches horrible flashes of the depths of human hate; in the hospitals one sees the heights of human sacrifice and love.

In the awful hell of the Front Line our faith in humanity may be shaken. But that faith returns when we go into the hospitals and see the soft hand of the sister soothing the fevered brow of friend and foe alike.

Heartsick from the sordid scenes of this most brutal war, I love to remember the German surgeon who carefully dressed one of our wounded men in No Man's Land, and gently carried him back into our lines, to the care of his own comrades. A British surgeon, who afterwards redressed the wound, told me that the enemy-surgeon had performed a masterly task in his first dressing. The nobility of war in other days was in such deeds as this. Among an enemy that has fired on the ambulance flag, and has sunk our hospital ships on the seas, one is glad even for a single ray of kindness like that of the good German doctor.

In our hospitals I am glad to say that such old chivalry still reigns. When I see one of our own nurses tenderly soothing the pain of a wounded Hun, I say to myself, "There is still room for faith." Here at least the precepts of Him who taught us mercy are not altogether dead. There are pacifists in whom I believe with all my heart. They are the pacifists of the Red Cross Brassard, the Angels of Mercy behind the battlefield. Far be it from me to lighten the stern face of war. My business as a soldier is killing Germans. War for the fighting man is war to the death. But I am glad that the flag of the Geneva Convention, so stained by our enemies, still flies behind our lines unsullied, with mercy alike for friend and foe.

I remember in a clearing station at Aire-sur-le-Lys, there was a German soldier dying from his wounds. Morning, noon and night, the nurse on his case was watching over him, attending to his every whim, and soothing his every fear as he slipped toward the Dark Valley. Before he died, the faithful nurse transcribed for him a letter to his wife.

(Continued on page 376)

## Motor Department

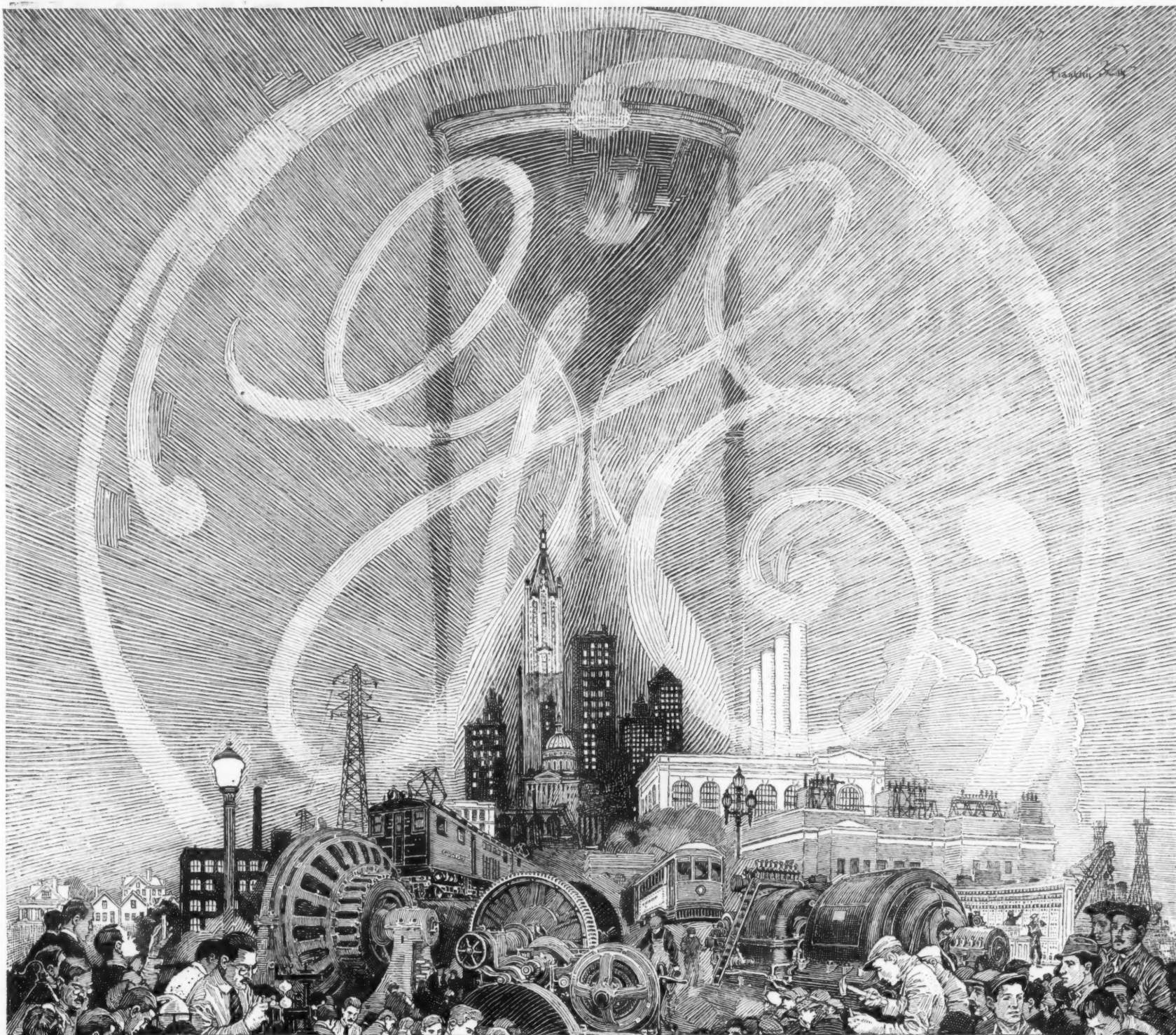
(Continued from page 370)

prising the crew of each truck, are made responsible for the condition of that vehicle. This does not mean, of course, that major repairs must be made by the crew, as a special repair truck with its trained men forms a part of every motor truck company; but it is essential that proper adjustments, necessary cleaning, and minor attention to the valves, to carbon and to the ignition system should be left to the responsibility of the man who handles the truck constantly and who is thus in a position to know its every mood.

What the truck industry has needed most has been a standardized system of

truck installation, operation and cost keeping. Without such a system it is impossible to determine whether a truck or a fleet of trucks is operating at its maximum efficiency, or whether an improvement of some fifty or even one hundred per cent. in effectiveness could be made by a change here or an elimination of waste effort there. Now, however, it seems probable that this deficiency is to be changed, and that Uncle Sam, as the world's greatest truck user, will evolve a truck system which will prove of inestimable benefit to every user of trucks before, and during, as well as after the war.





## ACHIEVEMENT

Twenty-five years ago the General Electric Company was founded.

Since then, electricity has sent its thrill through the whole structure of life.

Eager to turn wheels, to lift and carry, to banish dark, to gather heat, to hurl voices and thoughts across space, to give the world new tools for its work—electricity has bent to man's will.

Throughout this period the General Electric Company has held the great responsibilities and high ideals of leadership.

It has set free the spirit of research.

It has given tangible form to invention, in apparatus of infinite precision and gigantic power.

And it has gone forth, co-operating with every industry, to command this unseen force and fetch it far to serve all people.

By the achievements which this company has already recorded may best be judged the greater ends its future shall attain, the deeper mysteries it yet shall solve in electrifying more and more of the world's work.

7317

# GENERAL ELECTRIC COMPANY





SPANNING a decade the "St. Paul Road" has wrested from tomorrow the comforts and conveniences of electric travel and made them the heritage of today.

Giant electric locomotives, the mightiest in the world, impelled by the forces of the mountains themselves, haul the heavy steel trains of this railway across the Great Continental Divide—440 miles through the Belt, Rocky and Bitter Root Mountains—with ease.

No smoke—no jars—no cinders—just smooth, even, almost silent travel through the glories of the mountains.

So successful has been the operation of these electrified mountain divisions that work is well under way for the electrification of 211 additional miles through the snow-capped Cascades in Washington.

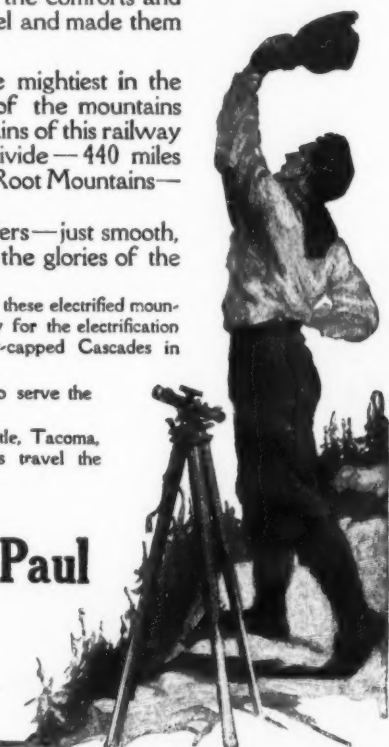
The future has indeed been made to serve the present.

When you journey to Spokane, Seattle, Tacoma, Portland and other Pacific Northwest cities travel the electric way—the

## CHICAGO Milwaukee & St. Paul RAILWAY

Send for electrification and western travel literature—address

F. A. MILLER, Passenger Traffic Manager  
CHICAGO



## Taking the Starch Out of the March

(Continued from page 359)

in particular, this is probably just what they are doing. The men are being taught to tie shoelaces without losing an inch of ground; are being taught to keep up the gait and to keep their places so that ultimately they will do these things automatically. When they have reached this stage they will possess what the army calls "good march discipline."

In regard to the rate of speed at which marches are made, it must seem to the uninitiated (in these days of automobiles) extremely low. The cavalry and artillery conform to the rate of progress of the infantry—or otherwise there would be confusion worse confounded along the road—and the infantry, under average conditions, will cover only two and one half miles an hour, accomplishing a total day's march of not more than from twelve to fifteen miles. This seems almost unbelievably little when you stop to think that you can do fifteen miles in any sort of a machine in at most twice as many minutes. But for infantry in large bodies, carrying packs and rifles and full equipment, twelve to fifteen miles a day is good.

An ordinary healthy man in good physical condition ought to be able to walk better than four miles an hour; but put an infantry pack on his back and give him a rifle to carry, and watch him slow up. The rate of march of our infantry has been worked out to conform to the natural rate of the average soldier; this rate has been demonstrated to be just about three miles an hour. A body of men can do that, even with full equipment, for long stretches at a time, and come in fresh and in good condition at the end of the day. At this rate a column of infantry can do even thirty miles a day—for one day! This latter is what is known as a forced march. If continued it seriously impairs the efficiency of the troops.

Here something probably occurs to you. If the natural walking gait of the average soldier is three miles an hour, or a mile in twenty minutes, why is it that a body of soldiers covers only two and one-half miles an hour? The answer is simply that for ten minutes out of every hour the column is halted and the men rest—sit down or lie down or anything they please. When troops start out for a day's march they are generally given a rest of fifteen minutes after the first forty-five minutes of marching; thereafter they are given ten minutes after each fifty minutes of marching. Here again efficiency comes in. Not only has it been found that rests of this length at fifty minute periods are most effective from a physical point of view, but there is also the psychological side. The men know just how soon they can look forward to a rest, and they know exactly how long that rest is going to be. Perhaps a man wants to take off one of his shoes. He knows he has ten full minutes, and he doesn't have to worry about the column's starting off without him. This side of the thing cannot be over-estimated.

The new army shoes, designed for foot comfort, and the care with which they are fitted to the individual men, have done away to a great extent with foot troubles on the march. True, men do get blisters, but they are taught to cover them with adhesive plaster the minute they are noticed; at the next halt, that is. And there are fewer men falling out nowadays from cramps and sunstroke and things. This in turn is due to the fact that our soldiers are trained not to drink water on the march. They carry canteens full of water, and in extremely hot weather a good soldier will occasionally rinse his mouth. But the men are shown that if they take plenty of water before starting out in the morning—two or three big cups full—their systems do not require

(Continued on page 378)

## DURAND Steel Lockers



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**Leslie's Travel Bureau** which appears in the first and third issues each month will give specific information to LESLIE's readers who are planning to travel at home or abroad. Correspondents are requested to state definitely their destination and time at which the proposed trip is to be made. This will facilitate the work of this bureau. Stamps for reply should be enclosed. Address

**Editor Travel Bureau, LESLIE'S WEEKLY**  
225 Fifth Avenue New York City

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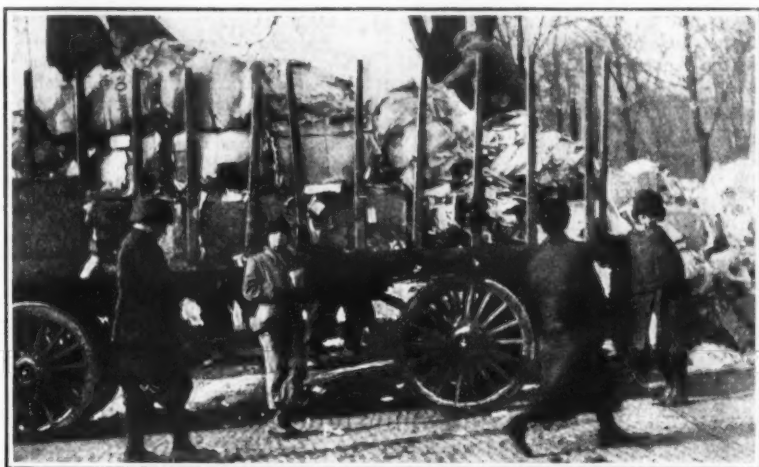
# Saving the Country's Waste

By W. E. AUGHINBAUGH

AMERICANS are the most wasteful people in the world. This is as true of the individual as it is of the large manufacturing concerns in this country. It is estimated that the food consigned to the garbage pail by the housewife in the United States would support more than half the population of Europe in a manner far better than that to which they are accustomed. One writer says we yearly waste enough food

planting by burning the timber thereon and by blasting out the stumps. In Europe this would be regarded as criminal, especially in the countries wherein the law compels a man to plant three trees for each one he cuts down.

As a startling example of the great waste always going on in the United States let me cite the empty kerosene-tin, which always finds its way to the dump heap outside of our cities. In



ONE CITY'S ESTIMATE OF WASTE-PAPER VALUES

The City of Decatur, Illinois, is keenly alive to the necessity of conserving the supplies of the nation and a thorough campaign has been made to educate the people to prevent waste. The scene above shows where waste paper is stored in the city park preparatory to shipping.

in our kitchens to feed the British army, or expressed in figures we pour down our sinks over \$700,000,000 each year. The great city of New York, whose inhabitants are only four days away from starvation—by which is meant that if supplies failed to reach them regularly for four days many would die for lack of food—wastes enough food each twenty-four hours to feed one-third of its population. During the past year, for example, a Spanish steamship was obliged to allow three million pounds of onions to rot because it could not get docking space or lighters to remove its cargo, and that at a time when this vegetable was selling for fifteen cents a pound. There is not a city in the country free from such charges—not a home in the land, even in such times of stress and high prices as we are experiencing, against which such an indictment could not be brought.

The things which we ordinarily cast aside as useless have always had values for some purpose. Waste paper, old rags, worn-out shoes, boxes, metals, tin cans, bottles, bags, discarded clothes, can be converted into serviceable articles and at the same time add to the revenue of the home. The large abattoirs of the West never reached a money-making basis until the hair, hoofs, blood, horn, and viscera of the cattle were utilized. These concerns today probably represent the one industry in this country wherein waste is entirely eliminated.

We buy seeds of all kinds from Europe, Asia and Africa, while they grow wild in every vacant lot and parcel of ground throughout the land, and are regarded by us as useless weeds. The Agricultural Department estimates that by taking advantage of these crops a saving of millions of dollars would result. Most fruit seeds have a commercial value, for the oils which may be extracted or for their chemical components. Nobody in this country has awakened to this fact. The refuse from fish can be made into excellent fertilizer and glue, while the skins may be converted into high-grade leather. With but few exceptions these parts are discarded. Farmers clear ground for

LESLIE's for May 17, 1917, appeared a picture showing six hundred thousand (600,000) discarded kerosene-tins occupying an entire island in Seattle Harbor, Washington. Attracted by the notice in this periodical, a Japanese went from Frisco to Seattle, and bought the entire lot, the tin being shipped to Japan for manufacture of cans, while the wooden boxes containing them were cut up into kindling, yielding enough profit to pay for the entire cost of the purchase as well as the freight on the tin to Japan. All over the world many uses are found for these five-gallon tin cans. In the Orient, Africa, Latin-America, the West and East Indies, the natives purchase them for innumerable purposes. There are men engaged solely in buying and selling these containers. The tinsmith converts the containers into all kinds of household utensils—lamps, cook-stoves, pots, baking-pans, sprinklers, small pumps, plates, measures, drinking-cups, rat-traps and buckets. With one face removed and glass substituted therefor the can becomes a display box for grocery stores, or a rice container. Cut diagonally in two it serves as a dust pan. In Latin-American cities it is used by peons to cut grass in parks, being formed into a sort of knife. Used entire it is good for shipping camphor, lime, alcohol and molasses. It makes an excellent flower-pot. I have seen it used for dipping water from wells and for irrigating purposes. It is used for shingling and roofing houses. United States Consul M. D. Kirjassoff, writing from Taihoku, Taiwan, says: "In 1916 the Tai-Wan Government Monopoly Bureau purchased 4,000 of these five-gallon kerosene-tins for camphor oil. When it is realized that the entire amount of camphor oil exported in 1916 to Japan amounted to 6,681,673 pounds or over 795,000 gallons and that most of this oil was packed in tins of this kind, some idea of the enormous quantity of kerosene-tins used in this one industry may be had." And the packing-cases also have a market value throughout the world. Where wood is scarce they are made into babies' coffins, and many household articles.

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There are long hours of inactivity in the dugouts, days of necessary rest behind the firing line and weeks, perhaps, of enforced idleness in the hospital.

It is at such times as these that your boy's thoughts dwell on home and home folk and home interests.

You can't go to him, of course, but you can do the next best thing—

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Harper's  
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# Savory Rice Croquettes

—a thrifty "left-over" fried in Mazola, the new and delicious vegetable oil that is helping millions of American women to conserve fats.

HOOVER says that having enough fats in this country may make all the difference between victory and defeat in this war.

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## MAZOLA

### Savory Rice Croquettes

Brown two small onions (cut fine) in 1 tablespoon of Mazola, then add  $\frac{1}{2}$  red or green sweet pepper and cook onions and pepper in two cups of tomatoes until done and the whole measures about a cupful. Season with salt, pepper and cayenne to taste.

Add this mixture to two cups of cold boiled salted rice, which must be dry and is therefore better to be steamed in a double boiler if possible—add an egg and mould into croquettes and let stand six to seven hours. Dip in egg and cracker and fry in deep, hot Mazola.



## Theodore Roosevelt On Birth Control



Without preaching or moralizing Colonel Roosevelt presents the case for "Birth Reform, from the Positive, not the Negative Side." It is not a blast against "race suicide" but a sane discussion, backed by authoritative figures.

"It is no more debatable than the statement that less than two and two cannot make four. Apparently some persons regard it as a satisfactory answer to point out that some worthless or hopelessly poverty-stricken family would benefit themselves and the country by having fewer children. I heartily agree to this, and will support any measures to make this agreement effective by limiting the production of the unfit, after we have first taken effective measures to promote the production of the fit. Doubtless there are communities which it would be to the interest of the world to have die out. But these are not the communities reached by the 'birth-control' propagandists—even by that rather small proportion of these propagandists who are neither decadent nor immoral. I hold that the average American is a decent, self-respecting man, with large capacities for good service to himself, his country and the world if a right appeal can be made to him and the right response evoked."

—From Theodore Roosevelt's article on Birth Reform.

## Exclusively in the October Metropolitan

All Newsstands—September 7th

## The Red Cross Nurse

(Continued from page 372)

It was my duty to censor this sad epistle, and I hold it in mind as my most tragic memoir of the war. In quaintest German it ran:

"My dear Wife:

"I am sore wounded. I shall nevermore return to you and to my dear children and to my kindred in our Fatherland. Good-bye forever.

"HEINRICH."

The beauty of a life of service is most serene when we behold such ministrations as that of this nurse to a stricken foe. Many romances are woven in the hospitals, and a war wedding is often a happy sequel to the story. A rough, big-hearted Australian, who was in the next bed to me in a base hospital, confided in me the evolution of his heart since coming under the ministrations of the nursing sisters.

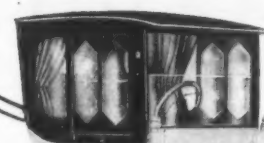
"You see, mate, I'm what they call a bush-ranger out in Australia. I'm one of the hard ones, and I always passed as a woman-hater. I used to look with contempt on my pals who lost their heart upon a little bit of fluff. I've played on the red all my life, and my conception of woman was beastly low. But this hospital business has opened my eyes to something new in woman, something I never dreamed of. I can feel it comin', mate—some day I'm goin' to fall for one o' these little girls as bad as the worst. That fair-haired cove of the Flying Corps across the ward, there, just worships the Night Sister's shadow, but I must confess he's got nothin' on me."

"The fair-haired cove from the Flying Corps" did have something on the Australian, however, for he was the Young Lochinvar who walked off with the bride. A few months later, I recognized his picture in an illustrated London paper, over the caption, "War Wedding." The picture was taken just outside an old ivy-covered parish church. A guard of honor of his brother officers had formed the arch of slender swords, and under the gleaming arch, amid showers of confetti, came the smiling aviator with our sweet nurse of the night watches leaning on his arm.

There lingers with me still the face of Sister O'Calligan, an Irish girl who nursed me through delirious nights of fever. It is a clearing station on lines of communication. I am down with malaria and my temperature is soaring. Outside the chimes of St. Omer strike out the long, long hours. Sleep will not come, and the night, it seems, will never pass. I am tossed by the fever upon delirious seas, when, like a benediction, a shadow falls across my cot. It is the Lady with the Lamp; she pauses and a cool hand soothes my forehead, and a soft voice gently croons a song, "When Irish Eyes Are Smiling." Gazing up I behold the violet depths of Sister O'Calligan's eyes, and faintly I answer back her smile.

I know not whether any of the learned physicians have written on "The Therapeutic Value of a Nurse's Smile," but through those darkened, tortuous ways of fever, I know that the glad light on Sister O'Calligan's face, was, beyond all else, restoring me. Sister O'Calligan, moving up and down that darkened ward, casting her shadow from a night-lamp in her hand, always recalled to me the title, "The Lady of the Lamp," by which fond phrase the wounded of the Crimea referred to Florence Nightingale as she passed among them at night. Always before the lights were dimmed and we went to sleep in the ward, Sister O'Calligan would sing to us with a rich Irish voice. I can recall a young cavalry subaltern who would always implore

(Continued on page 382)



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with keyboard of standard universal arrangement—has Back-spacer—Tabulator two color ribbon—Ball bearing construction—every operating convenience.

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# Men Who Are Winning the War

(Continued from page 361)

not particularly anxious to put good money in pre-doomed failures. Here is where the confidence which he had inspired in the men-of-money came into play. This, together with his magnetic personality, won the day. Like Orpheus's harp his pleasing Southern drawl charmed the money from them. McAdoo believed in the proposition, and was enabled to transfer his confidence and belief to financiers. One of the first men interested was a Mr. Jennings, who had lost heavily on previous tunnel ventures. The question of tunnel digging was a sore spot with him. It was like waving a red flag in front of a bull to mention tunnels to him, yet, McAdoo bearded "the Douglas in his hall," and came away with the support of Mr. Jennings. He also succeeded in interesting Judge Gary and Messrs. Converse, Oakman and others. With their support, he began the digging of the Hudson Tunnel, or rather the driving through of the Hudson tubes for the engineering plan was based on driving sections of a tube through the river bottom by compressed air and the trains now in operation do not run through a tunnel but through two separate tubes.

Mr. McAdoo's difficulties had just begun. In addition to the engineering problems which were well nigh insurmountable, he had violent opposition from the traction magnates, and from political grafters. Ryan, Belmont, and others had had the monopoly of transportation in New York for so long that they considered it a vested right. Who was this young Southern lawyer, to attempt to secure some of their perquisites? What right had he to butt in? They secured the services of that well-known politician Lemuel Eli Quigg to block Mr. McAdoo in his efforts. Mr. Quigg is a star in the blocking game, and the fight was on to a finish. They fought him in the council and he won. They fought him with the property owners, claiming that the tunnel would weaken the support of their buildings, and he won. They fought him in the courts, and he won. They fought him with the railroads, and he won. It was a series of winnings for McAdoo. So sure was he of success, that he began work on the tubes before he had permission from the city government to carry on his digging beneath the streets.

Mr. McAdoo forsook the practice of law and devoted his entire energy to the work. He spent half of his time on the job under the river. He was directing the digging, fighting the legal battles and financing the deal all at once. He had several serious setbacks. Twice the river broke through its thin bottom of silt, and one time a leak began while he was in the tube, greatly endangering his life. Concerning this experience the Secretary tells a remarkable fish story: "Talk about fishing; most people fish from above, down in the river, but I believe I am the only man that ever caught fish from the bottom of the river. Yes sir, I have caught fish sixty-one feet below the surface, and I wasn't fishing from the top. How did I do it? Why, at the time of the breaks, some fish came through, and afterwards I caught them."

The breaks did not discourage or dishearten him, but made him work the harder. New safety chambers were put in, new locks introduced and the work continued. It was a great day for New York, and a proud one for William Gibbs McAdoo, when the first tube connecting New York with the mainland was completed. It brought New York a half hour nearer to the rest of the country. The event was the occasion of a great celebration. The governors of the two states, New York and New Jersey, the mayors of Jersey City and New York City, together with a vast concourse of citizens

were present, and the President of the United States touched the button that officially opened the tubes.

While visiting his sons who were students at Princeton, Mr. McAdoo met President Wilson, who was then president of the university. They were much impressed with each other and a warm friendship sprang up between them. Mr. Wilson was then beginning to be talked about in politics as a coming man. At the time of Mr. Wilson's candidacy for the governorship of New Jersey Mr. McAdoo took an active interest in his campaign. Later he was a delegate to the Baltimore convention, and worked for Mr. Wilson's nomination. After the nomination, he was vice-chairman of the Democratic campaign committee. Mr. Wilson rewarded his faithfulness by appointing him Secretary of the Treasury.

What has been his record as Secretary of the Treasury? He has had more to contend with than any former Secretary. There have been more changes in the financial policy of the government, more money to raise, more crises to be passed during his term of office than ever before. Has he made good on the job? Mr. McAdoo is not a visionary, but a level-headed, practical, far-seeing business man. He has endeavored to conduct his office with absolute fairness to all. His knowledge of Wall Street and the financial requirements of the country made him able to understand the needs of business. His early life gave him an insight into the needs of the people, and in a well-balanced manner, and with great courage, he has aimed to administer his office so as to be just to both.

The chief interest of the secretary at present is the passage of the War Insurance Measure. Secretary McAdoo has proposed with the approval of President Wilson, to furnish insurance to the men of our Army and Navy, for the protection and support of their families. On this matter he says: "The purpose of the war insurance bill now pending in Congress is to secure the future of America's soldiers and sailors by insuring their lives and providing adequate compensations and indemnities for loss of life and total or partial permanent disability; also to protect their families against poverty and want by providing them with sufficient means of support during the absence of the men at the front."

"The nation having been forced to resort to conscription, in order to create quickly an army to save the country, is under a higher obligation to do these things for its fighting forces, than if a volunteer army only was created. This great and rich republic can not afford to do less, and it must do what is proposed in a spirit of gratitude and not as charity. Every soldier and sailor who serves his country in this war will earn everything the proposed war insurance bill provides; to be a beneficiary of the proposed law will be a badge of honor."

"When we draft the wage earner, we call not only him, but the entire family to the flag. The sacrifice entailed is not divisible. The wife and children, the mother, the father, are all involved in the sacrifice—they directly share the burden of defense. They suffer just as much as the soldier, but in a different way, and the nation must generously discharge as a proud privilege the duty of maintaining them until the soldiers and sailors return from the war, and resume the responsibility."

This plan is just and fair. It will knock the props from under the excuses of a great many men who have unjustly applied for exemption, on account of the

(Continued on page 382)

## Table Cost Cut 3/4 by Luscious Quaker Oats



Oats have attained a multiplied importance by the rising cost of foods.

In nutrition and flavor they stand supreme among grain foods. Yet they cost a trifle compared with wheat. And their cost has advanced but little.

Meat and eggs average five times the cost per unit of food value. The average mixed diet costs four times as much. So each \$1 you spend for Quaker Oats saves an average of \$3.

Yet Quaker Oats is flaked from just the big, rich, flavory oats. We get but ten pounds from a bushel. So this food of foods is here presented in its most enticing form.

Serve it often, and in various ways. The more you serve the more you save, and the better you are fed. But always get this luxury grade. It costs no extra price.

## Quaker Oats

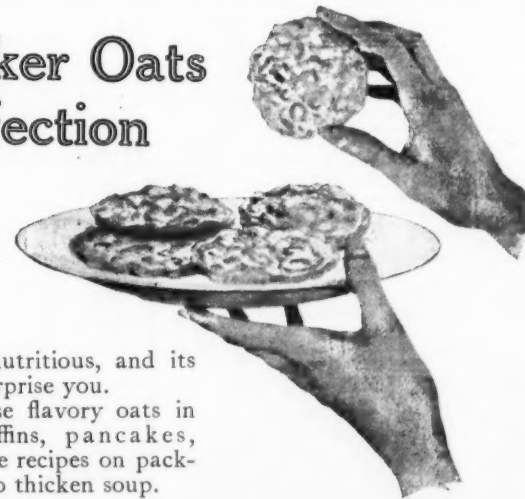
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## A Quaker Oats Confection

Please try this recipe. It makes a nut-like sweetbit which no other grain can make. It is economical, nutritious, and its goodness will surprise you.

Also use these flavory oats in bread and muffins, pancakes, cookies. See the recipes on package. And use to thicken soup.



### Sweetbits—Oatmeal Cookies

1 cup sugar, 1 tablespoon butter, 2 eggs, 2 1/4 cups Quaker Oats, 2 teaspoons baking powder, 1 teaspoon vanilla. Cream butter and sugar. Add yolks of eggs. Add Quaker Oats, to which baking powder has been added, and add vanilla. Beat whites of eggs stiff and add last. Drop on buttered tins with teaspoon, but very few on each tin, as they spread. Bake in slow oven. Makes about 65 cookies.

(1665)





At rare intervals, when there were slack spells in the work, he was permitted to trudge to school.

## W. L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

\$3 \$3.50 \$4 \$4.50 \$5 \$6 \$7 & \$8

You can Save Money by Wearing W. L. Douglas Shoes. The Best Known Shoes in the World.

W. L. Douglas name and the retail price is stamped on the bottom of every pair of shoes at the factory. The value is guaranteed and the wearer protected against high prices for inferior shoes. The retail prices are the same everywhere. They cost no more in San Francisco than they do in New York. They are always worth the price paid for them.

The quality of W. L. Douglas product is guaranteed by more than 40 years experience in making fine shoes.

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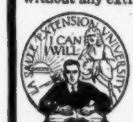


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## Taking the Starch Out of the March

(Continued from page 374)

any more until the noon halt. They are shown that what they believe to be thirst is merely habit—and if a man won't be convinced they let him drink and have a miserable time of it, getting logy and heavy and tired, and then point out to him that all the others are perfectly comfortable. Next time he leaves his canteen alone.

The actual organization of a march is perhaps one of the most interesting things of all. A commander may have many thousand troops, say a division, or even more, encamped over miles of country, possibly fifteen or twenty miles. There'll be infantry and cavalry and artillery and engineers and signal troops, all with their wagon trains for combat and supply. The commander decides to advance on the morrow to a certain place. Perhaps there are two roads that lead there. Now the commander becomes a glorified train dispatcher. He has to prepare a complete schedule (called the march order) covering every unit of troops in his jurisdiction. He has to tell each body exactly when and where to take the road, sending each to the most convenient point. He has to see that every unit dovetails perfectly into every other unit. He has to start them to the minute, in order, let us say, that the Ninety-eighth Infantry may get to Jones's Crossroads just in time to fall in behind the Forty-third Infantry, and to have its last company out of the way and on the road before the head of the Seventy-sixth Artillery comes up. It is a task that requires precision, quick thinking and far-sightedness. There must be no jamming, no hurrying up (because that tires the men), no delays (because that irritates them) and no confusion.

And not only that, but he must tell every organization just how far it is going, just when it is expected to arrive, and just what it is expected to do when it does arrive, as far as he can foresee. The head of the column regulates the march; every unit, every man in the rear takes the gait from the leaders; and the commander must tell the leading unit exactly how fast he wants it to go. In cool weather and over good roads the rate of march may be increased; in hot weather and with poor roads in prospect the commander may order a very slow march, with halts, perhaps, every half hour instead of every hour.

At seven o'clock in the morning, we'll say, the whole column will be on the road (or on two parallel roads, if they exist) and moving. Each commander all the way down the line is told that at 7.45 sharp, he will halt for fifteen minutes. All watches have been synchronized. At 7.45, therefore, on the dot, the whole column stops and rests. There is no jamming up, no confusion. No matter if the column is twenty miles long, it stops as if it were a train of cars, all at once. At 7.59 all the men and animals are back in their places, ready. At exactly eight o'clock the command "Forward, march!" is given by every captain in the whole line. At 8.50 the column halts again. And so it goes.

It all comes down to the individual. One man can disorganize a squad; one squad can disorganize a company. It may be a case of elongation. It may be a case of not holding the pace, of marching too fast or too slowly, of crowding up or dragging back. One company will disorganize a battalion, a battalion will disorganize a whole regiment—and before long a whole brigade is tying itself in knots all along the road.

So, perhaps, the importance of proper marching will begin to make itself clear. The army gives most of its attention to it. Every man is taught that unless he is actually sick he must stay in place, keep his distance, watch his feet for blisters—and, if the spirit moves him, to sing, sing, sing!

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## The Melting Pot

Moments of Daily Activities from the World's Cauldron

**DURING** July, 54 persons were killed in street accidents in New York City. A Riverhead, N. Y., woman willed \$10,000 to her maid for faithful service. About 70,000 church bells in Germany have been melted for munitions of war. Prosperity is said to be the cause of a country-wide shortage of \$1 and \$2 bills.

Society women of Newport have given 20,000 cigarettes to the soldiers at Fort Adams.

As a result of I. W. W. activities in Colorado, farmers are going about their work under arms.

President Hadley of Yale predicts a series of wars if the Allies do not win the present struggle.

A Mississippi grand jury has indicted the Kaiser for "many crimes of which Germany has been guilty."

The German Roman Catholic Central Verein of St. Louis has decided to drop the word "German" from its title.

A Vincennes, Ind., man left his entire estate, valued at \$27,000, to a woman who befriended him thirty-seven years ago.

Because of war demands and wool shortage coats will be shorter, skirts tighter and some frocks sleeveless this fall.

Germany is so short of oil that she is now extracting oils from cherry and peach pits and pear, apple, asparagus and other seeds.

Los Angeles newspapers have just won a fight against the City Council to eliminate billboards from residential sections.

It takes more than 20,000 bales of cotton a year to provide absorbent cotton to staunch and bind the wounds of the injured.

In the past three years the wages of iron workers in this country have increased 53 per cent. and those of woolen workers 45 per cent.

A large portion of America's enormous potato crop is said to be in danger of spoiling unless municipal warehouses are built in large cities to store it.

A bill directed at the activities of the I. W. W. making the utterance of disloyal language a felony was recently introduced in the United States Senate.

Because a motorman was sleepy, dozed off and lost control of his trolley car, 19 persons were killed in an accident recently near New Haven, Conn.

Three priests have been appointed by the Archbishop of St. Louis to act as a censorship board for theatrical performances, motion pictures, newspapers and magazines.

The Rockefeller Foundation has contributed \$100,000 to the Y. W. C. A. fund for the protection of women and girls in the vicinity of training and mobilization camps.

Two vicious dogs tore a little child to death in New York. He had ventured into the yard of a neighbor. The latter was arrested, but was released on the ground that the child was an interloper.

A woman who grew gray-haired in her efforts to have her husband released from the Federal Prison at Atlanta and finally succeeded is now suing him for divorce, charging that he called her "an old hag."

A man purporting to be a "representative of the Kaiser" has been touring the South stirring up anti-draft feeling among the negroes by telling them they are still slaves, but that the Kaiser will free them.

The supply of tobacco gathered for the American troops in France by the Y. M. C. A. was lost, and the Red Cross accepted an offer of the Liggett & Myers Tobacco Co. to contribute 1,500,000 cigarettes and 30,000 packages of smoking and chewing tobacco to replace the loss. Let the people rule!



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At such a time, when the government is straining at its task and every industry is loyally contributing its energy, this national courier is constantly being used to call up the reserves. It is at the base of every contributing activity.

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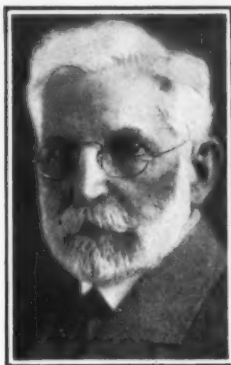
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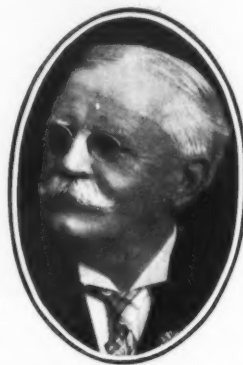
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JULIAN S. CARR

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Cashier of the Traverse City (Mich.) State Bank, who, by zealous effort, has succeeded in interesting the farmers of his section in new and improved agricultural methods and has enhanced the region's fruit-raising capacity.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

THE war is at least teaching us some lessons. We are learning, on the highest authority, directly from Washington, that the high cost of living is due to the extraordinary demand for food products and not to the operations of the so-called "trusts." Hogs are selling at the Chicago Stock Yards at \$20 a hundred.

No one dares say that the farmer is not getting the price. When wheat is \$2 a bushel the best part of this goes to the producer and when cotton is 25c a pound the cotton raiser is enriched. When Mr. Hoover tells us the "honest-to-God" reason why meats, wheat, milk, and other necessities are soaring to unheard-of prices we discover that the trusts are not to blame.

It is the over-demand for an under-supply. The demagogic outcry against the so-called meat, sugar, milk, and oil trusts is no longer heard. The demagogue has lost his stock-in-trade. The trusts are "busted" and the cost of living higher than ever. I wonder what the credulous public, the poor dupes of these designing demagogues, now think of their credulity and of their folly in electing some of these "trust busters" and "railroad smashers" to places of power and responsibility?

One of my readers writes to suggest that while the high cost of living continues, it is a good time for the railroads, the corporation and business men generally who are making money, to take their employees into partnership by giving them a certain reasonable percentage of all the profits they make. He seems to overlook the fact that years ago the Steel Corporation led the way in doing this very thing by offering a stock distribution on very advantageous terms to its employees. A number of other large corporations have been following the method thus successfully established. The latest is the United States Rubber Company. It has accumulated 40,000 shares

of its common stock at low prices and is to give its employees the privilege of buying these shares at an attractive figure, making payments on the installment plan. In the opinion of the president, Mr. Samuel P. Colt, this stock will pay handsome dividends and the employees will thus get their share of the profits. This is the fairest way to share with employees, but it must be borne in mind that when losses are sustained no one wants to share them.

Bankers in close touch with conditions abroad are changing their minds regarding the peace outlook. The tremendous influence which the Pope exerts on Catholic Austria, coupled with the efforts of the great bankers of Germany—among the richest in the world—to prevent Germany's industrial and commercial interests from being ruthlessly sacrificed to the spirit of militarism, are believed to be the determining factors to compel peace before the close of this year. As I have said before, a declaration of peace will undoubtedly call a halt in speculation, but only for a brief period. It might occasion a sharp decline, but it would be followed by an equally rapid advance. Ready money is a good thing to have at hand for an emergency.

Of course no one can know what the future course of the stock market under uncertain conditions may be. Conditions are uncertain both at home and abroad. Large business interests are seriously disturbed by the uncertainties concerning the amount of taxes that they must bear. This burden promises to be much heavier than was anticipated two weeks ago. But the conservative element at Washington will, I believe, be able to prevent confiscatory legislation.

With the War Revenue Bill out of the way and an adjournment of Congress we shall know the worst regarding revenue legislation and also by that time the best, I hope, regarding the crop outlook. In such a period as this weak holders of securities always force them to sale. Strong holders never sacrifice them. They know that the chances in such a period of semi-panic favor the buyer rather than the seller.

For this reason I have advised my readers not to sacrifice good securities at a loss, but to have ready money at hand

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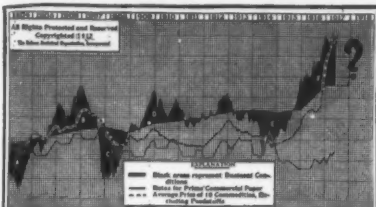
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whenever the bargain counter opens. It usually does during periods of forced liquidation.

S., Byron, Ill.: On the rise in Union Cigar Stores it looks as if insiders were taking their profit.

H., Quincy, Mass.: The Emerson stockholders should get together to protect their interests and not let the same crowd that took their money now take their stock.

W., Yonkers, N. Y.: Statements of earnings of the Willys-Overland Co. continue to be good and if they are justified it would not seem expedient to sacrifice the shares. S., Grass Range, Mont.: Moore Motor Vehicle stock is not an investment, but a mere speculation. Olds Co's stock is all owned by General Motors and there should be none of it on the market.

C., Berkeley Springs, W. Va.: In view of Government price-fixing and proposed heavy taxation I do not see much chance of a bull market at present, but the accumulated short interest may lay a foundation for one.

V., De Pere, Wis.: Until the war profit taxes are fixed it would be difficult to forecast the future. Atchison pfd., U. P. pfd., Corn Products pfd., and U. B. & P. look like investments with a fair element of speculation.

S., Russellville, Ky.: You can buy L. & N. R. R. stock on the partial payment plan of several brokers advertising in Leslie's. The purchase would be a good one, as the road is prospering and the stock pays 7 per cent.

W., Cincinnati: Heavy profits were taken in Chevrolet Motor Stock when high prices prevailed. Many now insist that the stock is a purchase, but do not seem averse to buying it at still lower figures. I hesitate to advise a sale at a loss.

L., Wilmington, Del.: I see no advantage in selling one line of low-priced industrials to take on another. Under existing conditions and until the uncertainty regarding revenue taxes is cleared, it would seem better to stand pat.

C., Martinsburg, W. Va.: The moving picture business is overdone. Few concerns in that line are making money. Commonwealth Pictures Corp. has not even begun operations. Its stock is a pure gamble. Don't touch it at any price. Put your \$15 in a savings bank.

S., Massena Springs, N. Y.: I am informed that the Federal Dyestuff & Chemical Co. claims monthly net earnings of \$80,000 to \$100,000. The company has paid no dividends on its stock. Its bonds are quoted very low. You will not be able to sell at the premium at present.

W., Milwaukee, Wis.: The literature of the Alabama Oil and Development Co. tells a good deal about what others have done in the oil business, but nothing about the holdings and prospects of the company itself. Such a prospectus simply excites cupidity. Leave the stock alone.

C., Pittsburg, Pa.: No matter what merit a patented device may have it is not easy to make it a commercial success. The stock of the Watts Polygonal Tool Co. is decidedly speculative and if you invest in it it may be a long time before you receive a return, if indeed you ever do.

B., Muskogee, Okla.: When the war ends, as it may before long, the best class of oil stocks will suffer the least from any decline in business. It cannot be definitely told as yet what the Government will do in the matter of taxation and price-fixing. Its action may have a material effect on the oil issues.

K., Dubuque, Iowa: Sanitol Chemical Laboratory Co. manufactures tooth and toilet preparations. Its capital stock is \$3,100,000; par \$10. It paid dividends from 1897 to October, 1908, but none thereafter until Feb. 5, 1917, when 8 per cent. was paid. I prefer a stock which has a better dividend record.

V., Janesville, Wis.: The Russian 6½ per cent. bonds come in the denomination of \$1,000. They are due in June, 1919. The principal and interest are both payable in New York City. Conditions in Russia are likely some day to improve, but at present are far from reassuring. The bonds are a good speculation.

P., New York: The best thing for you to do with your small capital of \$800 is to invest in good bonds or pfd. stocks, buying outright or on the partial payment plan. The bonds of many standard dividend-paying railroad or industrial corporations are now on the bargain counter and their pfd. stocks are selling at attractive prices.

S., North Cambridge, Mass.: (1) Manhattan Electrical Supply Co's common stock pays 4 per cent. It is a fair business man's investment. (2) If Western Utah Extension Copper Company's mines were anything but a prospect the shares would not be offered at so low a price. I always advise against buying cheap speculative mining stocks.

F., Charlestown: (1) U. P. & P. has a par of \$100 and pays 6 per cent. with occasional extra dividends of 2 per cent. It is earning several times its dividend requirements and is selling at from \$80 to \$90. (2) Owing to its large increase of stock Ohio Cities Gas materially declined. The increased stock is on a 5 per cent. basis and is quoted at about \$47.

H., Detroit, Mich.: Chalmers Motor Corp. has been a prosperous concern. Recently it put out a large issue of pfd. stock. This had an unfavorable effect on common. I do not advise sacrificing the shares. The leasing of the Chalmers plant by the Maxwell Motor Car Co is expected to be beneficial to Chalmers, though it involves issue by the lessor company of a large amount of notes.

F., Troy, N. Y.: (1) U. S. Steel is among the best industrials. American Locomotive is overcoming through equipment orders its disappointing experience with war orders. Bought on stiff reactions, these stocks might well be held. (2) The issue of new pfd. stock by the Bethlehem Steel Co. put the B shares in a worse position. They are less desirable than the A shares because they have no voting power.

J., Rehoboth, Mass.: (1) The better-class oil stocks are a fair investment. Oil stocks selling around \$1 or \$2 are too speculative to be "fairly reliable." My advice is always against putting money in such gambles. (2) U. S. Light & Heat manufactures electric lighting and heating devices for railroad cars. The stock is speculative. It is not paying dividends and sells at about one-fifth of its par of \$10. Its latest report was promising.

D., Providence, R. I.: Nova Scotia Steel & Coal Co. has large and valuable properties. It suspended dividends in 1915 and 1916 and resumed in 1917 at the rate of 5

per cent. The capital stock is to be doubled and stockholders may subscribe for new shares at par. This is to get more working capital. A stock dividend of 20 per cent. is promised for November next. That is probably why the stock has been selling above par. It is already high enough.

F., Mechanicsburg, Pa.: (1) Omar Oil & Gas Co's stock is a mere speculation. It is selling far below the price at which it was launched. (2) The Majestic Mines & Smelting Co. went out of existence and was succeeded by the Majestic Mines Co., which, in 1908, issued stock to the old company's stockholders who paid 15c assessment per share. The old stock is now undoubtedly worthless. The new stock is quoted at 40c, or less than one-twelfth of par, showing that it has a poor outlook.

J., Scranton, Pa.: (1) Hudson & Manhattan ref. mort. five's are not gilt-edged, but they had better be held while the company pays interest than sacrificed. The company, as population increases, should be more prosperous. (2) The Minneapolis & St. Louis R.R. seems to be making enough to assure payment of fixed charges. The 4 per cent. bonds experienced a decline, as have bonds in general, owing largely to the Government loan. Many are now on the bargain counter. There seems to be good speculation in buying desirable issues at present low prices.

M., Savannah, Ga.: It is impossible to name the stocks that would show the greatest appreciation after peace has been declared. Very much depends on the treatment of our corporations by the Government in the matters of war taxes and price fixing. Until this is settled speculation as to the future will be vain. Many think that the bonds of foreign governments will show the greatest appreciation of any securities after the war. Our own Government bonds rose materially when the War between the States ended. Foreign government bonds may be had at present at prices yielding from 5.7 to 7.85 per cent.

S., Halifax, N. S.: (1) Expert statisticians who make up lists of mining companies seem never to have discovered the Playa-de-Oro gold mines. Perhaps as a specimen of art the certificate you own is worth the paper on which it is printed. (2) In the case of a concern like the Stanton Oil Co., whose stock looks low and yet paying dividends, it is safer to defer purchase until it is seen whether the company can continue returns. Many new oil companies pay dividends which they are not able to keep up. It is better to pay a fair price for stock which is reasonably likely to maintain dividends than to buy low-priced shares whose future is doubtful.

New York, September 8, 1917.

JASPER.

### FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

Wisconsin Dairy Farm Mortgages, yielding a good rate of interest, are described in a free pamphlet, L-25, issued by Markham & May Co., Milwaukee, Wis.

The Oklahoma Farm Mortgage Co. of Oklahoma City has issued a booklet on Oklahoma, Texas, Arkansas and Louisiana 6 per cent. mortgages which it will send to any address free on request. Ask for list No. 902.

Banking by mail with 4 per cent. interest on deposits is the opportunity offered by the Citizens Savings & Trust Co., Cleveland, O. This institution is old and strong. Send for its free booklet L, explaining its mail-banking system.

Sound views of the financial situation and helpful suggestions to investors may be found in "The Bache Review," copies of which will be mailed free on application to J. S. Bache & Co., members of N. Y. Stock Exchange, 42 Broadway, New York.

Secured Real Estate Certificates bearing 6 per cent. interest, based on valuable property and guaranteed, principal and interest, by the Salt Lake Security & Trust Co., Salt Lake City, Utah, are the subject of a booklet which will be furnished by the company without charge.

The Tillotson & Wolcott Co., investment bankers, Cleveland, O., and 115 Broadway, New York, recommend as a profitable investment the first mortgage and collateral trust 6 per cent. gold bonds of the Short Creek Coal Co. The bonds aggregate \$750,000 and the mining property is valued at nearly \$1,800,000. Existing contracts are estimated to be ample to take care of interest and maturities. For a descriptive circular giving all details write to the Tillotson & Wolcott Co.

Among well-regarded business men's investments are the bonds of flourishing mining companies. The Duquesne Bond Corporation, 115 Broadway, New York, and 223 Fourth Avenue, Pittsburgh, Pa., recommends as an attractive investment the 6 per cent. first mortgage gold bonds of a coal company whose earnings from operations are over forty times fixed charges. The bonds can be obtained at a price to yield over 6 per cent. For particulars write to Department "G," Duquesne Bond Corporation.

Precautions needful to insure safety of invested funds in this uncertain time are outlined in "Acid Tests of Investments in War," issued by S. W. Straus & Co., the well-known bond house, 150 Broadway, New York, and Straus Bldg., Chicago. This booklet and an investment list describing first mortgage bonds safeguarded under the Straus plan and yielding 5½-6 per cent. may be had free by writing to Straus & Co. for circular I-703.

Many experienced financial men believe that this is an excellent time to buy high-grade stocks suitable for investment. A good way to purchase these is on the partial payment plan. Stocks so bought net as high a return during period of payment as afterwards and some a higher return. For information regarding opportunities in this line, send for free lists M-4 and T-4, "Partial Payment Suggestions," to John Muir & Co., specialists in odd lots and members of N. Y. Stock Exchange, 61 Broadway, New York.

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Chi., No. Shore & Mil. R.R.	1920	6.50%
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Erie Railroad Co.	1919	6.93%
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Electric Auto-Lite Corp.	1919	7.00%
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# Watching the Nation's Business

By THOMAS F. LOGAN, Leslie's Weekly Bureau, Washington, D. C.

**P**RESIDENT WILSON'S reply to Pope Benedict's peace overtures is generally admitted to be a masterpiece in the statecraft of democracy. The most striking feature, as many think, is the position taken with regard to the Kaiser. He gets no mention except as involved in the system. There is no support in the message to the slogan that "the Kaiser must go!" On the contrary, the whole issue is left to the German people, to whom alone an appeal is made. This is in keeping with the principle of the right of any peoples to choose their own form of government. While no faith is to be put in the word of the present rulers, a guarantee of the will of the German people, even if expressed through them, is implied as being acceptable. The force of this is easily seen. It closes the door to any dealings with a perfidious government, but leaves the peace door wide open to the people. Thus, it is for the people of Germany themselves to say whether peace shall follow. Logically, Kaiserism falls the moment this position is accepted. It means that Germany has joined the ranks of the democracies. The particular form of government or the particular head that follows is a matter of small consequence.

**A**FEW weeks ago Senator Reed Smoot announced a prospective war expenditure of \$14,000,000,000. Within twenty-four hours he "raised" the amount to \$17,000,000,000.

**What Will Our War Bill Be?** Today, to use the gambler's parlance, "the sky is the limit."

Senator La Follette, one of the "willful group," protesting against foreign loans, said, "even England and France will be in no position to repay them for a long time." The answer of the Government was an additional loan of \$100,000,000 to faction-torn Russia. Every new ally comes to Uncle Sam with outstretched hand, and no request is turned down. Unfortu-

nately, the relief suggested by La Follette and his following is the imposition of fresh direct taxation on enterprise. They call it the "conscription of capital." Punitive legislation against business cannot serve to strengthen the powers of democracy. Patriotic business men everywhere have asked that good profits, even "war profits," be permitted. This, they argue, will stimulate enterprise and maintain prosperity. The Government can then step in and take any share it wishes in taxes. This procedure will also assure the retirement of war bonds later on. At present, Congress sits on one side of the problem and the Administration on the other, and business falls between the two stools. Talk of a total war cost of \$30,000,000,000 still sounds preposterous, but the present rate of travel brings the post in sight.

**A**HOWL from Germany is the best proof that the imposition of an iron-clad embargo on the neutral nations is one of the most effective means this Government could enforce to

**The Two Embargoes** bring about victory. Meanwhile, Germany's embargo through the destruction accomplished by her submarines continues the great menace not yet successfully overcome. The mercantile fleet now in construction here is one of the answers, but only by way of replacing the constant depletion of the allied shipping.

The full program of the Shipping Board calls for a total of 1,272 ships, with a combined tonnage of 7,968,000. These call for an expenditure of \$934,000,000, and take no account of commandeered ships or of the amount to be expended for two Government-owned shipyards to be used for the fabrication of steel vessels. The latest estimates of the shipbuilding program call for \$1,269,500,000, of which only \$550,000,000 has thus far been appropriated. On the side of offensive tactics against the submarines, the Navy Department has turned to destroyers, of which a great fleet is to be built. These

vessels have been found superior to submarine chasers both for attacking the submarines and as convoys for troop ships. Secretary Daniels has submitted an estimate to Congress for \$350,000,000 to build new destroyers as rapidly as possible. While the number to be constructed is withheld for military reasons, it is given out that the program measures up fully to the capacity of the yard to build, even after the existing plants have been materially expanded. The same secrecy has been maintained as to the extent of the destruction of German undersea craft, but enough has leaked out to show that the destroyers have been found most effective in this work, and that the new naval policy of destroyer construction is based on their demonstrated usefulness in the anti-submarine campaign.

**W**AR campaigns are never lacking in interest. The coming contests for seats in Congress promise to be no exceptions. Already the guns have opened in

**War As a Campaign Issue** New Jersey and Mississippi, although the day of elections is still far off. New Jersey has two candidates for the Senate in the

field. Three have declared themselves in Mississippi. The latter is the more attractive battle ground. Congressman "Pat" Harrison is after the attractive scalp of that "live wire," Senator James K. Vardaman, one of the Senatorial leaders against the entrance of the United States into the war. The war will be the issue in Mississippi on the stump, as it probably will be in many other States. Vardaman's friends may turn the tables on their opponent by referring to the fact that Wilson was elected on the plea that he had "kept us out of war." In fact, the war in its various aspects will be fought over again in the Congressional campaigns ahead, whether by way of opposing opinions on past attitudes toward the subject, or a declaration of future aims of the aspirants.

## Men Who Are Winning the War

(Continued from page 377)

necessity of supporting their families. It will furnish support to the dependents of the true patriots who are anxious to serve their country.

One readily understands from his words that Mr. McAdoo is strictly human. He is all man. He can use extremely hot language if things go wrong. His wings have not begun to sprout, but I'd venture to say, that in the treatment of his fellow man, in square dealings, in his hatred of hypocrisy and subterfuge, and in the honesty of his convictions, he will average up with any saint in Christendom. He is a virile man, a man who makes you feel that you are in the presence of a masterful man. A man of earth, earthy, but deep rooted in correct moral principles; a man whom you can trust.

The Secretary is one man whom the camera has not flattered. He is better-looking than his pictures make him. His high cheek-bones and clean-cut face are prominent upon his photographs, but the camera fails to catch the light of determination in his eyes, and the magnetic, all pervading power of his personality, which shows when in his presence. He is the handsomest ugly man I ever saw. In many ways he resembles Lincoln. If he had a beard, he could pass for the Great Emancipator. His thin, drawn face, deep-set eyes, overhanging brows and tall, lank, loosely jointed figure are so much like that of Lincoln that he might

pass for his son. He is friendly in his greetings, but has nothing of the politician in his makeup. He expresses his opinions without fear of political consequences to himself, and without regard to the views of his hearers.

Mr. McAdoo has a most pronounced Georgia drawl that sounds as if he were fresh from the banks of the Savannah River. No amount of Northern association, or marriage into the family of a college president, has taken his "you all" from him. He comes from an old Southern family of the "befo de war aristocrats." While in his youth he was extremely poor, it was the result of the war, and his family were of the best. His mother was a Floyd, a granddaughter of General John Floyd, of Indian war fame, who was designated by the Government to move the Creek and Cherokee Indians to their western quarters. He cooperated with General Jackson from the Georgia side, while Jackson attacked the Indians from Tennessee. A great friendship sprang up between the two generals and among Secretary McAdoo's most treasured possessions are several letters addressed in the most intimate and endearing terms by "Old Hickory" to his fellow officer, General Floyd. His own father was a Confederate soldier, a judge of the Circuit Court in Tennessee, and a professor of English in the university of that State. Mr. McAdoo combines the best traditions

of the South with the push and energy that he inherited from his Scottish forebears, but which had been latent, until developed by association with virile men in the North. He has the best elements of both North and South, the Northern push and the Southern sentiment.

He has shown himself a statesman, as well as a financier; a patriot with a heart as big as his head is clear. Mr. McAdoo has served his country well. He deserves well of her, and the people will not forget his services.

## The Red Cross Nurse

(Continued from page 376)

at the end, "O, Sister, just one more!"

Sister O'Calligan added to the charms of her lovely face and her violet eyes the beauty of a life of service. It was this that made us worship her very shadow as she passed along the ward.

"I'll always remember you, Sister," exclaimed the impassioned young cavalry subaltern as he left the hospital, and he spoke for every one of us. Just as the Crimean veterans worship the memory of their "Lady of the Lamp" of Scutari on the Bosphorus, so shall we always adore the picture of my "Lady of the Lamp of St. Omer."

Wherever the Red Cross nurse appears in the abysmal scenes of war, there are the roses of romance. As out of mire and filth the lilies bloom, so out of hate and strife her deeds of service ever blossom forth with sweetness and with fragrance.



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## How the centralizing of figure work is saving Armour \$84,000 yearly

HERE is what J. A. Brown, Auditor Branch Houses for Armour & Co., Chicago, has to say about what would happen should they put the work, now centered on Comptometers, back onto the various Branches:

"If we were to return to men at \$75 a week, salary and expenses, in place of our 28 Comptometer girls, our increased cost of our branch house audit alone would be about \$84,000 a year.

"Our Comptometer girls handle much other work, such as:

Recapitulations	Foreign Exchange
Tonnage Reports	Voucher & Inventory Extensions
Pay Rolls	Live Stock Purchases
Purchase Journals	Shipping Reports
Petty Cash Vouchers	Invoice Extensions"

That result—and the manner of its achievement—demonstrates the economy of augmenting human effort by centralizing the mechanical work of accounting on machines.

It is of especial significance now, when the extra load must be carried by depleted office forces.

You can depend on the Comptometer to increase the effectiveness of the human unit, in ratios as high as 3 to 1—according, of course, to the nature of the work. The reason is that it makes *all* figure work a high-speed machine job; couples extreme speed with reliable accuracy.

One-motion, direct-key action gives the speed—the Controlled-Key, by automatically throwing in an emergency stop the instant any key stroke is slighted, safeguards accuracy.

No matter what the line of business, or the size of it—*speed and accuracy* on figure work is what counts. All the operations of figuring can be centered on the Comptometer quite as well in a small office as in a big one.

When work begins to pile up on you—when the office force is putting in overtime to keep up the figure records—you'll think of the Comptometer. That's the time to call in a Comptometer man.

### How the Comptometer stands with other large users of adding machines

	Number of Comptometers
U. S. Government, various Depts. . . . .	600
Standard Oil Co. . . . .	265
Bell Telephone System . . . . .	305
General Electric Co. . . . .	252
Swift & Co. . . . .	170
Armour & Co. . . . .	116
United Cigar Stores Co. . . . .	110
American Steel & Wire Co. . . . .	95
American Express Co. . . . .	127
Chicago, Burlington & Quincy R. R. . . . .	225
Metropolitan Life Insurance Co. . . . .	73
American Can Co. . . . .	112
Marshall Field & Co. . . . .	232
Simmons Hardware Co. . . . .	64
Springfield Fire & Marine Insurance Co. . . . .	32
United Drug Co. . . . .	34
American Optical Co. . . . .	17
Sherwin-Williams Co. . . . .	69
Ford Motor Co. . . . .	48
J. T. Ryerson & Son . . . . .	21
Jones & Laughlin Steel Co. . . . .	43
New York Shipbuilding Co. . . . .	55
Winchester Repeating Arms Co. . . . .	210
Illinois Steel Co. . . . .	69
American Sugar Refining Co. . . . .	52
Atchison, Topeka & Santa Fe Railway . . . . .	231
Westinghouse Electrical & Mfg. Co. . . . .	38

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Let Today's  
Corn Be  
The Last!



**T**HIS very night thousands of people will say good-bye to painful corns forever.

For nowadays touchy corns are needless—even foolish.

Blue-jay brings instant relief. And in 48 hours the average corn is gone. Only a few stubborn ones require a second or third treatment.

A Blue-jay Plaster—with its healing wax—is applied in a jiffy. No soreness. No inconvenience. Paring never cures. Harsh liquids are dangerous.

Blue-jay removes the corn—roots and all. This is the only way that is gentle,

scientific, sure. It costs but a few cents per corn.

Decide to join the cornless crowd tonight which has won freedom the Blue-jay way. You'll never be the victim of corns again.

## Blue-jay

**Stops Pain Instantly**

**Ends Corns Quickly**

BAUER & BLACK, Chicago and New York

*Makers of Surgical Dressings*

25c packages  
at Druggists

Also Blue-jay  
Bunion Plasters

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